pp. F. IX-4

1925.

File No. 47-25

Previous References (Local Boards)

Serial Nos.

Later References

R 7136-28-

Dup

R 29-28-1,2.

LRD 111-28 N16-4165 to 30 & 35

LR 25-31 - (1, 2, 9411)

General and Revenue Secretariat.

? B 87-88 (18 7)

R M 49-37 (1 to 7)

H-33-34 851-?

LRD

Serial 12, 14, 15, 20, 26, 27 & 28.

Part B for June 1927

SUBJECT

Report of the Rail Committee

Govt of India No. 8795-814 Dated 9.6.27

Passing orders on the Revised Recommendations made by the Joint Rail committee, appointed in Govt of India No. 4741-57 Dated 21-1-27.

WD 01264—GPB—40,000—17-12-25

General and Revenue Secretariat | Lib · File No. 49 of 1925.

Serial No. 12

Flag IV

Letter No 239 Dy 27.4.26 from the Presl. Dt Bd Tumkur.

With reference to G.O Dy 1.4. Sanctioning the opening of a toll gate temporarily for one year on the Tumkur-Maddur Road on the 10th mile on the Mysore side, states that the contentions of the Mysore Dt Board are incorrect & requests Sanction to the resolution of the Tumkur Dt Bd to re-consider the order & hereby the same to hold the said order in abeyance.

The contention of the Tumkur Dt Bd for reconsideration of the order is that the length of the road should be calculated at 5⅝ miles continuously from Tumkur and not from Kunigal as has been done by the Mysore Dist Bd in which case it is only 3¼ miles & 2 furlongs. Please See Sketch M in the Collection put up. The only new point now raised is the principle of calculating the length of

44 miles in Tumkur Dt
12 miles in Mysore Dt

17 3/4 miles in Tumkur Dt
13 1/2 miles in Mysore Dt

NOTE—Contn. Sheet

Serial No.

Please pursue attached to this the relation Kanchalli T.M. 23/5

read as whether it is not to be done from Tumkur or Kunigal. The P.W.D. may perhaps be consulted about this

LLL
22.5.26

2

The previous history of this case is contained in the appendices (paras 25 & 27) to Lab file 45 of 25. In the reason why the Tumkur Dist. Bd was not permitted to share the Kanchalli T.M. toll revenue please see letter No 2 8983 /Lab 21-7-13 of 28/6/25. It was also stated in that letter that it may not be possible for the Tumkur Dist Bd to open a toll gate in their limits as only a small portion i.e. 6 miles lay within their limits. The Distance of the Chennarayapatna Tiptur Road in the Tiptur Taluk is admitted to be only 6 miles by the Tumkur Dist Bd. This Bd also admits that the portion of the Tumkur Madhugiri Road running in the Mysore Dist is about 12 miles It is with reference to this long distance in the Mysore Dist that a separate toll was asked for in that Dist.

Vide Para 2
Lab 71-24-13
of 25/5

2 (2)

NOTE—Contn. Sheet

WD 01264—GPB—40,000—17-12-25

Serial No

— The Tumkur Dist Bd asks to consider that as the inexpediency of having a fresh Toll gate on the Tiptur side of the Channarayapatna Tiptur road was pointed out & there as the greater length of the road is 21 out of 27 miles lay in the Hassan Dist, the Hassan Dist Bd too should not be permitted to open a Toll gate on their side of the Tumkur Maddur road, as the distance of the road should be calculated from Tumkur & not from Kunigal as has been wrongly done by the Mysore Dist Bd and in this case a greater portion of the road viz 4½ out of 5½ will lie in the Tumkur Dist.

The Chairman requests that the order permitting the Mysore Dist Bd to establish a new Toll gate may be cancelled or the order passed relating to Kanchan Toll may be reconsidered & sanction given for a new Toll gate at or near Madhugatta pending decision of this, the order relating to Mysore may be kept in abeyance.

Information as not given as to where the Madhugatta situate. The Chief Engineer may perhaps be consulted unofficially in the matter.

NOTE— Contn. Sheet

Serial No

The question of keeping in abeyance in the meantime the order regarding establishment of a new Toll gate by the Tyam dist Bd is also in consideration

L L Reg)

26/5/26

Please bring it

29-5.

10204/29/5

The order regarding the establishment of a new Toll gate by the Tyam Dist Bd may perhaps be kept in abeyance till the question raised by D.C. of Tumkur is settled.

Meanwhile Ch. Engr may be consulted unofficially.

1st Mr

29-5

Refer this remarks from the Dist. President received today

29/5

Orders already passed cannot be withheld. The D.C. Tumkur may be told that Board may, if need open toll gate both on the madder & Sipher roads for one year.

(10) Please let me know after Whether new Dist Board Bill provides for compensation appointments by Govt of such tolls. This proposed in the Draft Bill

29/5/26

29.5

Dompr Please

29/5

issue

WD 01264—GPB—10,000—17-12-26

Serial No.

A draft letter to the Pt. Dt Board Tuticorin is put up with reference to para 9 supra.

Information required at para 10 supra will be furnished after issue of the draft

BB 31/5/26 (Secy) 1/6/26

(H) approved 1-6

Issue & Resubmit

Done & put up under ...

1/6

15. IVO. 7292 dated 2. 6. 26

The Pt. Dt Board-Tuticorin

submits view that the orders already passed can not be reopened.

Draft: paras 9 & 10

(H) The point referred to in para 10 of the note was raised by the Member in L.B. File No. 45 Pers. vide para 13 of the note thereon. This amendment to the Act Board explains was considered unnecessary. Like the office note put up (Flag)

(Secy) 4/6

Serial No. 17

Reference.- Second Member's Minute of 29th May 1926, in para 10 of the notes.

There is no provision in the District Boards Bill for compulsorily apportioning tolls between different District Boards. The same question was asked in the Member's note of 4th February 1926 in L.B. File 49 of 25. Vide para 15 of the notes in that file. It was then noted that the insertion of a provision for this purpose was not necessary as combined toll gates on the border of 2 Districts were not in existence and that the provision in the Regulation for joint committees was enough to settle disputes regarding such matters. Apportionment of tolls between Municipal Councils and District Boards is more common and the necessity for a similar provision in the case of two or more District Boards has not yet arisen. Such a contingency arises when two or more District Boards jointly construct or contribute towards the cost of a bridge, roadway, etc., and tolls are sanctioned on the distinct understanding that the proceeds of the tolls should be shared in fixed proportions. In the Bengal Local Self Government Act provision has been made for this purpose in Section 86 C which is extracted below and a similar provision may be introduced when the necessity therefor arises in Mysore:-

"86C. When the District Boards of two adjacent districts, having jointly constructed, purchased or contributed towards the cost of

Serial No.

Proceaube where two District - Boaras have -- contributea to- waras the cost of briage, etc.

the construction or wiaening of a briage, roaa-way or foot-way, have received sanction under Section 86A of this Act to the establishment of a toll-bar the tolls shall be levied or granted in lease by such District Boara as the Lieutenant-Governor may, in his order according sanction, airect; and the proceeds of such tolls, or, of the lease there of, shall be adjusted between the two District Boards according to rules madein this behalf by the Lieutenant-Governor".

12/12/25 Submitted with reference to para 10 supra

9.6

18 ~~Note~~

My difficulty is not quite met by the above. In this file we have given permission for two toll gates & these will presumably be adjacent & each situated on the boundary one taxing carts going to Madar & the other taxing carts going to Tumpkur. Is this the best solution? is it the practice elsewhere? Is a Common toll gate for both Districts & apportionment of receipts according to length of road maintained by each (taxing both ways) possible or desirable.

10/6

15

NOTE—Contn. Sheet

WD 01264—GPB—40,000—17-12-25

Serial No.	
19	A note has been subd in connection with the debate raised on the subject matter of this file by Mr H. Venkataramaniya in the Legis council on the 29th June 1926. The appointment of a committee to suggest measures for removing the friction among the Local Bodies in the matter of levy of tolls is under consideration of Govt whose orders may be awaited DS 5/7/26

9

20 In connection with the debate raised by Mr.H.Venkatramiah, Vice-President, Tumkur District Board, at the Meeting of the Legislative Council on the 29th instant, on orders passed ~~in~~ regarding the establishment of toll gates near Nidasale in Mysore District and Karahalli in Hassan District, it was proposed that a Committee may be constituted to suggest measures for removing ~~obviating~~ friction among the several District Boards in the matter of levy of tolls and for regulating the levy of tolls by District Boards. The Committee may also examine the question of levy of tolls by Municipal Councils and suggest measures for removal of friction between the Municipal Councils and District Boards in respect of the enjoyment of toll revenue and the location of tolls/Gates also.

2. The Committee may consist of the following gentlemen :-

1. Mushir-ul-mulk Mir Hamza Hussain (Chairman)
2. Mr.N.S.Nanjundiah
3. Mr.Paramasiviah
4. Mr.H.Venkataramiah
5. Mr.K.V.Anantaraman
6. Mr.B.Narasinga Rao

If Mr.Hamza Hussain is unable to serve on the Committee, Sir K.P.Puttanna Chetty may be appointed as Chairman. In this case Mr.Mahamed Abbas Khan may be appointed on the Committee in place of Mr.Paramasiviah.

29/6/10/7

DEWAN'S OFFICE.
Received on
8 JUL. 1926
Reg. No 137

The same Committee may also perhaps consider whether any appeal or arbitration from decisions of District Boards & Municipalities in other parts than the Capital is necessary, & provide for the cases of people who are too poor to do so.

Please submit to Dewan

Dewan

3/7

21

I agree with the opinion that it is not proposed.

8/7

1st Member 8/7/26.

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Conf/1

Chief Secr with Emp/Sh

The Dewan said he wd
Enquire fm Hum'a Hussain
Whether he wd accept
Chairmanship of Secrs
Sub Cttee & Consider him
Recall & Consider him
& if he does not agree
fm R.O.P. depute
Sub'd Trial Note & H.D.

Dec
12/7

Dewan
12/7/26

Secretariat
Rec'd 23
Hum'a Hussain
Ltr.

I have as directed
12/7 Dewan seen
Hum'a Hussain
and he said he would
be very glad to serve
as Chairman of the Committee

21/7/26

1st Instr

Dec
12/7

896
29/7/26

24

Trial Note signed by the Member
is placed on the file.

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Chf Secy
24/7/26

with D.H.

Dewan

24-7.

Final Note by the First Member of Council.

Subject:—

Appointment of a Committee to consider certain aspects arising out of disputes between District Boards and Municipal Councils.

Under the existing law each District Board is competent to establish, with the sanction of Government, its own toll gates. Claims recently came up from the Tumkur and Mysore District Boards for a share in the revenue from tolls levied on particular roads by the neighbouring District Boards of Hassan and Tumkur respectively, and for levy of new tolls on which old toll gates were established. There are no rules prescribing the manner in which tolls may be apportioned between Local Bodies and disputes settled. It would therefore be advantageous if a Committee goes fully into the question and suggests measures for resolving the claims of two or more District Boards or Municipal Councils and District Boards in respect of the enjoyment of toll revenue and the location of toll gates.

This Committee may also consider whether it is necessary to make any provision in the District Boards and Municipal Regulations for providing for appeals or arbitration from decisions of District Boards and Municipal Councils in order to give relief to people who are too poor to go to Courts.

The following gentlemen are proposed to be appointed to the Committee and I beg that their appointment may be graciously sanctioned:-

Mushir-ul-mulk Mir Hamza Husein (Chairman)
Mr. N.S. Nanjundayya,)
Mr. G. Paramasivaiya,)
Mr. H. Venkataramaiya,) Members.
Mr. K.V. Anantharaman,)
Mr. B. Narasinga Rao,)

MEMBER OF COUNCIL.

Bangalore,
24th July 1926.

12

Submitted to His Highness.

26

I submit herewith a Final Note by the First Member of Council on the subject of the appointment of a Committee for suggesting measures for settling the claims of two or more District Boards or Municipal Councils and District Boards in respect of the enjoyment of toll revenue and the location of toll gates, etc., for His Highness's gracious approval.

Bangalore,)
26th July 1926.)

Mirza M. Ismail

Psk.

Record of Cases submitted for the Orders of His Highness the Maharaja.

27

Subject.

Appointment of a committee for suggesting measures for settling the claims of District Boards and Municipal Councils in respect of toll revenue &c.

116

28

Order.

KRW
29/7/26

C. Secy
30/7/26

Secy to H.H.
30/7
29.

DA
116
3/8

WD 01264—GPB—40,000—17-12-..

eneral and Revenue Secretariat | L13 File No. 49 | of 192 S.

Serial No.

29. Before putting up a draft G.O, instructions are solicited about the place where the Special Enquiry Officer should meet & the officer who has to convene the meetings & submit their report to Govt. Para 2 of 1st Members final note (para 25 Supra) ~~should be~~ amend ment to the Land Regns ~~be made~~ in the Civil Manual

KK 5.8.26 KC 6/8/26

L&Rev) 30

The meeting may be convened by the Asst Secy to L.S.G. Branch & the meeting may be held in Public office The report may be submitted before Dec

1st Nov '26 Chief Secy may please arrange a room & 10 in a convenient way

1582/7/8

31 Chief Secy with Compts.

9/8 8.8 9.8

The Asst Secy concerned may see the Regd file & talk the matter with him. It is assumed that a in the G.O Letter the number should be quoted about the matters which are dealt with in the Secretariat note the Regd

NOTE—Contn. Sheet.

Bulk 8.8 11.8.

Serial No.

33 Rem: putting a draft. for 11/8

34 Draft put up LK 11-8-26

35 vide Ex circulating the draft. & putting up other draft 11/8

36 Typed draft put up LK 12-8-26

1849 13/8

LR Rees (1st member) 12/8

13/8

37 (1) Note. (2) Rem: letters a Do & the Chairman consulting his convenience as to the date of meeting. (3) Put up a note on the history of the Rs in Rulers & Dist Bds. (4) get a sketch from all Dists as to the existing Dist & Rural TM Schs. and enquire as to the reciprocal arrangements entered into between a Dist Bd or a Dist Bd & a Municipality and Dist Bd & Rural TM Schs. (5) the matter 11/8

20 G.O. no L 1161-7 Dy 16-8-26. Appoints a committee for the consideration of the question

Issue & Resubmit

Serial No.

38 Resolved with two drafts as desired in para 37 above. The note (put up after issue of these drafts).

Mm as revised
Draft Suppl may also be approved
18-8-26

28
18/8

Letter no 1. 4290 Dy 4.1.27 from the Secy Zoll committee. Submits the report of the committee appointed in SC no. 20 Supra

39. The recommendations of the committee are contained in paras 13, 23, 24 & 25 of the report and are as follows:-

I Re. D.T. Zolls.

i. That DTOs may be allowed to open Toll gates on all important roads provided that the distance between Toll gates of two Dists is not less than 10 miles

ii DTOs may have as many Toll gates in the interior (Subject to Section 66(5)) of Dist The distance between any two should not be less than 15 miles

iii That the rates or cesses at inter-Dist - Frontier Gate

WD 01229—GPB—37,500—1-9-26
App. F. III—2]

Serial No.

be reduced to half the existing rates, except for motor cars which will pay full rates.

IV It will be most economical if two D.B.s agree to open common toll gates & share the revenue ~~least if they do not, each B.~~ may be allowed to open toll ~~in its limits~~, in which case there will be no need to reduce the rates at D.B. frontier tolls ~~if they do not, such shall be maintained to~~ Municipal Tolls

i All motors may be allowed to open toll gates

ii No tolls should be levied ~~on through traffic~~

iii ~~Mem~~ Members of Committee ~~no~~ appointment by Govt in each D.B. ~~and D.B.~~ The Committee ~~to~~ prevent from making any suggestion about the provision to be made in D.B. & Mal Regns for arbitrations or appeals to Govt against Local Bodies, as they are not able to make any suggestions without involving a change of law. &

IV. That uniform toll rates be ordered to be levied at all toll gates to enable the public to check the rates &

Serial No.

DEWAN'S OFFICE.
Received on
14 JAN. 1927
Reg. No. 5025

and prevent contractors from levying higher rates.

40. The Revenue has already sent this report to Govt. & the Provincial Toll gates. The Dewan has ordered on the Papal Abstract, that [illegible] meeting may be held by the two committees. A draft G.O is put up for consideration

7.1.27

87/1/27

1st Member.

41 Papers. Submit D.O. before issue

11/1

42 Dewan.

43

17/1

44 Done. The proposals of the one Committee should be sent to the Members of the other Committee so that they may come prepared for discussion

87/1

NOTE—Contn. Sheet

WD 01229—GPB—37,500—1-9-26

General and Revenue Secretariat

LB File No. 4/7 of 1927

Serial No.

26 G.O no L-4741-50 Dy 21.1.27
Refer the decisions of the two committees to a joint committee

27 Letter no L-7313 Dy 8th April 27 from the Secy J.T. committee
Submits the report of the joint Dock committee.

45 The decisions of the Three committees (Provincial Local funds & joint) will be studied & noted side by side within a week & file received. Meanwhile a statement for orders
Mr. 4.27 Dy 16/4

46 Please put up day after tomorrow last. Dy 19/4

DEWAN'S Received 25. APR. No.

DEWAN'S OFFICE. Received on 25. APR. 1927 No.

47. A statement is put up for order
Dy 21-4-27

48. A draft G.O is put up for consideration
Dy 26-4-27 27/4

Given back to Casewriter for drafting

App. F. III—2]

General and Revenue Secretariat.

5026(a)

LB File No. 49 of 1926.

Serial No.	
49	A draft govt is subd for consideration. The recommendations are generally acceptable It is for consideration if any amdt should be placed before the next session of the Leg Ass for opinion. There seems to be however nothing in them which requires legislation—
	11192/30/4
	Govt Member 30. I agree. This may be submitted to Hon'ble Diwan after his return.
	Lee 30/4/27
	To Dewan's Office
	57.
	13.5.27
	5-2 CW please bring a DFN today
	CW 14/5
	5-3 DFN Submitted
	14.5.27 CW 18/5
	11896/18/5 Govt Member
	Lee 14/5/27

DEWAN'S OFFICE. Received on 7 MAY 1927 Dig. No. 8587.

Recd back from Chief Secretary's Office on 9-5-27 with papers — 237

App. F. III—2]

General and Revenue Secretariat. LB File No. 49 of 1926.

Serial No.

Draft as further revised is typed & put up
Draft as approved by the Members is in the file

1209/25/5

MD 23/5

1st Member) F.N. Signed by Members

DEWAN'S OFFICE.
Received on
27. MAY 1927
Reg. No. 9157

26/5

With DSR

MD 27/5

Dewan)

27/5

NOTE—Contn. sheet.

WD 2293—GPB—10,000—4-5-27

Page 20 of Office Notes F

may be approved. The Dewan agrees in this view.

A self-contained draft order sanctioning the recommendations of the three Committees and passing orders on the several issues raised therein is herewith submitted for His Highness' gracious approval.

K Chandy

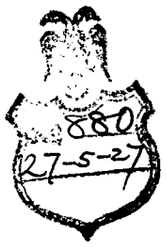
Bangalore,
27th May 1927.

MEMBER OF COUNCIL.

5026 L(5) 1
LJ 49-16

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.



Draft Order on the establishment of tolls on District Fund and Provincial Roads and in Municipal areas.

868

Order.

~~KRM~~
30/5/27

C. L.

12601
.6/6

For perusal before issue
MD 4/6
First Member) 7/6

Issue
MD 7/6

App:-F. III—2]

General and Revenue Secretariat. 2B File No. 49 of 192 5.

Serial No.	
28	G.O no L. 8795-814 dy 9.6.27. Passed orders on the several recommendations made by the joint committee & general approval of their finds, etc.

NOTE—Contn. sheet.

WD 2293—GPB—10,000—4-5-27

6666 L

44737

No.

Office of the President, of the District Board,

Dated, Tumkur the 27th April 1926.

From

K. V. ANANTARAMAN, Esqr., B. A.,
President, District Board,
TUMKUR.

To

B. Nagappa, Esquire, Bar-at-Law,
Secretary to the Government of His Highness
the Maharaja of Mysore, Local and Legislative
Departments, Bangalore.

Sir,

Adverting to Government Order No. L. 6289-91/L.S. 49-25-9 dated the 1st instant authorising, subject to certain conditions, the District Board of Mysore to open temporarily for one year a toll-gate on the Tumkur-Maddur road on the 10th mile on the Mysore side of the frontier, I have the honour to state that the order of Government was placed before the Board for information at their meeting held on the 10th instant.

The matter was considered at great length and unanimous resolution was passed as follows:-

The information furnished by the Mysore District Board is incorrect. Tumkur-Maddur road is a continuous road from Tumkur to Maddur via Kunigal, Huliyurdurga and Nidasale, 56 miles long, of which about 44 miles lie in the limits of this District, while the distance owned by the District Board of Mysore on the road is 12 miles.

The Mysore District Board's contention that the road is only 31 miles and 2 furlongs long is incorrect. If the contention of the Mysore District Board is accepted and the length of the road is computed from Kunigal, the same should be done in the case of Channarayapatna-Tiptur road, and the distance should be calculated from Huggihalli and not from Channarayapatna. The total length of this road will then be 20 miles of which 6 miles will be in Tiptur Taluk. The Government may therefore be requested to be so good as to reconsider the order in the light of the foregoing facts and to

GENERAL & REVENUE SECRETARIAT
1. MAY 1926
LOCAL SELF GOVT. BRANCH

LB 49-25-12

From

The President, of the District Board,
TUMKUR.

To

The Secretary to Government,
Local & Legislative Departments,
Bangalore.

Dated the 27th April 1926.

Despatched

Received

General No. G.C. 239 25-26 Enc.

Enclosure No.

Subject.

Re, the Opening of a new toll-gate by the District Board of Mysore.

to order, pending further orders, the holding of the present orders of Government in abeyance on this representation."

A copy of the resolution is enclosed.

I concur with the opinion of the Board and request you to be so good as to place the matter before Government for their reconsideration of the order, and to obtain early orders of Government either cancelling the present order sanctioning the opening of a new toll-gate by the Mysore District Board or to reconsidering the orders passed relating to the Karehalli toll and sanctioning the opening of a new toll-gate at or near Mathigatta by the District Board of Tumkur. I further request you to obtain orders from Government that the present order authorising the District Board of Mysore to open a toll-gate be kept in abeyance until final orders are passed by Government in the matter.

I have the honour to be,

s i r,

your most obedient servant,

President, District Board,
Tumkur District.

ASD.

Extract from the proceedings of the 4th meeting of the District Board, Tumkur, held in the Deputy Commissioner's Court Hall on Saturday the 10th April 1926.

No. 27. G.O.No.L.6289-91/L.B. 49-25-9 dated 1-4-26 permitting the District Board of Mysore to establish a toll-gate temporarily for one year on the Mysore side of the Tumkur-Kunigal Maddur road.

Resolution:- The information furnished by the Mysore District Board is incorrect. Tumkur-Maddur road is a continuous road from Tumkur to Maddur via Kunigal, Huliyurdurga and Kidasale, 56 miles long, of which about 44 miles lie in the limits of this District, while the distance owned by the District Board of Mysore is 12 miles. The Mysore District Board's contention that the road is only 31 miles and 2 furlongs long is incorrect. If the contention of the Mysore District Board is accepted, and the length of the road is counted from Kunigal the same should be done in the case of Channarayapatna-Tiptur road. The distance should be calculated from Nuggehalli and not from Channarayapatna. The total length of the road will then be 21 miles of which 6 miles will be in Tiptur Taluk.

Resolved therefore that the Government be requested to be so good as to reconsider the order in the light of the foregoing facts, and that pending further orders of Government on this representation, the order may be held in abeyance.

" Extract "

President, District Board,
Tumkur District.

ASD.

Urgent

50269

No. G.C.239 / 25-26

Office of the President of the District Board,

Dated, Tumkur the 27th May 1926

6066

IMMEDIATE.

6440L 29.5.26

From

K. V. ANANTARAMAN, Esqr., B. A.,
President, District Board,
TUMKUR.

LB 49

GENL. & LEG. SECTION. 28 MAY 1926

B. Nagappa, Esquire, Bar-at-Law,
Secretary to the Government of His Highness
the Maharaja of Mysore, Local & Legislative
Departments, Bangalore.

Sir,

In forwarding herewith, for information, a copy of the sale notification issued by the District Board of Mysore in the matter of the sale of the right to collect tolls at the toll gate recently authorised by Government in their order No.L.6289-91/L.B.49-25-9 dated the 1st April 1926, to be opened by the Mysore District Board at 10th mile of the Maddur-Tumkur Road on the Mysore side of the frontier, during the official year 1926-27 fixing the date of the sale to 4th June 1926, I have the honour to invite your kind reference in this connection to this office No.G.C.239/25-26 dated the 27th Ultimo requesting you, for reasons mentioned therein, to place the matter before Government for their reconsideration, and to obtain, in the meanwhile, early orders from Government to keep the present order authorising the District Board of Mysore to open this toll gate in abeyance pending their final orders, and to request you to be so good as to obtain immediately, if not already done so orders of Government to keep the order in abeyance and communicate the same to the President, District Board, Mysore, before the sale date at any rate lest it may be late for Government to do anything in the matter if the sale is held on the 4th proximo as notified.

The matter may kindly be treated as urgent.

I have the honour to be,
s i r,
your most obedient servant,

President, District Board,
Tumkur District.

"Urgent" 1925—1926

From

The President, of the District Board,
TUMKUR.

To

The Secretary to the Government,
of Mysore, Local & Legislative
Departments. Bangalore.

Dated the 27th May 1926.

Despatched

Received

General No. G.C. 239/25-26

Enclosure No. Nil

Subject.

Re: the abeyance of opening of a toll gate by the District Board, Mysore.

MYSORE DISTRICT.

Notification No. C. 2305—L. B. 25-26, dated 8th May 1926.

The right to collect tolls at the Toll-gate as noted in Schedules A and B during the official year 1926-27, will be sold by public auction at the places and on the dates specified against each gate.

2. Persons intending to bid at the sale must attend in person or by a duly accredited agent. Every such person should deposit beforehand an amount equal to one-sixth of the contract amount for the previous year as shown in Schedule A, as earnest money. The deposits of all the bidders except the first two or three whose bids are to be recommended for acceptance will be returned at the close of the sale. The deposit of the successful bidder, who will be called the contractor, will be returned only on fulfilment of the contract. The deposits of the remaining bidders returned soon after the confirmation of the sale.

3. The sale will not become absolute until confirmed by the authority noted in Schedule A, who reserves the final power of refusing or accepting, without assigning any reason or whatever, the highest or any bid that may be offered.

4. The contractor shall, within fifteen days of the receipt of intimation of confirmation of the sale in his favour, execute an agreement on a duly stamped paper binding himself and his heirs to observe the conditions hereinafter set forth and to be subject to the penalties, forfeitures and liabilities referred to therein and when he does not hold property in Mysore, shall furnish at least two sureties who own sufficient properties in the Mysore State for the due performance of the contract.

5. The contract shall not be transferred by sale, gift or otherwise, or sub-leased without the previous sanction of the Deputy Commissioner.

6. The contract amount shall be paid in twelve equal monthly instalments in advance on the first day of every month into the Taluk Office.

7. The contractor shall have no claim to the fees recovered from persons compounding the payment of toll in accordance with the Standing Rules and Orders approved by Government. He shall also pay along with the instalments, the authorized Railway and Educational Cesses, if any, at the prescribed rates.

8. Interest at 9 per cent per annum shall be levied on all overdue amounts till date of payment.

9. The contractor shall collect tolls only at the rates and at the gates on the traffic specified in Schedules A and B.

10. The contractor shall give to the person paying the toll a proper receipt showing the date and hour of payment of toll.

11. The contractor shall keep at the toll-gate, true accounts of the daily collections and of the traffic passing through the toll-gate. These accounts shall be open to the inspection of the Deputy Commissioner, the Assistant Commissioner and the Amildar. He shall, if required by the Deputy Commissioner furnish to the Taluk Office at the end af every month, a true return for the month showing the traffic passing through the gate in a prescribed form.

12. The contractor will have the use of the existing toll-house and gate without payment of any rent, and he should keep them in good repair, failing which, the cost of repair will be recovered from the contractor. If any toll-gate or house is required, it will be put up at the cost of the Local Board.

13. The contractor shall not be entited to any remission of the contract amount or to any compensation on account of seasonal conditions or any other cause whatever.

14. The contractor shall conform generally to the rules published in the late Chief Commissioner's Notification No. 274, dated 4th November 1876. He shall recognise all exemptions made by the statute or rules in force for the time being. He shall pay special attention to the following points:—

(*a*) A table of authorised tolls shall be legibly written in English and Kannada and shall be put up in a conspicuous place near the toll-gate.

(*b*) Animals drawing any vehicles for which tolls can be demanded are not also to be charged with toll.

(*c*) No toll shall be levied afresh on any cart, etc., passing along the toll-gate, if within a period of twenty-four hours computing from sunrise to sunrise, a toll has been collected thereon at a toll-gate in the Mysore State or a toll-gate in the British India in respect of which the Government have secured reciprocity for exemption in consultation with the British Authorities.

(*d*) Carts laden with bone or other substance as manure shall be treated as unladen and tolled accordingly.

(*e*) No toll shall be levied on foot passengers.

(*f*) No toll shall be levied for the passage of Troops or Military Stores or equipages or of Police Officers on duty or of any person or property in their custody or of any property *bona fide* belonging to Government as established, where proof is required, by the production of a pass or certificate from any officer of the Department to which the property belongs, authorised by the Deputy Commissioner or by Government to grant such certificates or passes, which pass or certificate shall be delivered up at the last toll-gate passed before the cart, carriage or animal, conveying such property reaches the destination noted in such pass or certificate.

(*g*) No toll shall be levied for the passage of carriages, carts, animals, etc.—

(1) Belonging to the Local Boards.

(2) Conveying Local Boards servants on duty or property in the custody of such servants.

(3) Possessed by a person who has compounded with Local Boards for a prescribed sum in accordance with the rules approved by Government.

(4) Engaged by the Postal Department to convey Mails.

(5) Belonging to the Honourable the British Resident in Mysore.

(6) Belonging to Government servants travelling on duty who are certified by their respective immediate superiors as being not entitled to travelling allowance.

(7) Belonging to His Highness the Maharaja or His Highness the Yuvaraja.

15. Any breach of the above conditions or rules on the part of the contractor or his servants will entail the forfeiture of the deposit or the levy of a fine not exceeding Rs. 50, per each infringement. If the fine be not paid or in the event of instalments or other sums due are not paid within the prescribed date, it shall be competent to the Deputy Commissioner to suspend further collection of toll by the contractor and dispose of the right to collect the toll during the remaining period by a resale or otherwise. The resale will be held at the risk of the defaulting contractor who shall be liable to make good all losses accruing, but shall not be entitled to any profit arising from the resale.

16. The imposition of fine or resale of the contract shall be no bar to the prosecution of the contractor or his employees for any offence or to the institution of other legal steps against them under any law in force for the time being.

SCHEDULE A.

1.	Name of toll-gate or bridge ...	At 10th mile of Maddur-Tumkur Road on the Mysore side of the frontier.
2.	Situation of the gate	On outgoing and incoming traffic. *Vide* remarks below).
3.	Whether toll is levied on through traffic, incoming traffic or outgoing traffic.	
4.	Traffic specially exempted from payment of toll on account of the peculiar situation of the toll-gate or the special requirements to the people near the toll-gate.	Nil.
5.	Amount of deposit required ...	To deposit 1/6th of the annual lease amount after the sale is closed.
6.	Place of sale	At the above place of the toll-gate.
7.	Date of sale	4th June 1926.
8.	Officer conducting the sale ...	Assistant Commissioner, French Rocks Sub-Division.
9.	Officer confirming the sale ...	President, District Board of Mysore.
10.	Remarks	The opening of the new toll-gate has been sanctioned in G. O. No. 6289-91—L. B. 49-25-9, dated 1st April 1926, temporarily for a period of one year. There is also a toll-gate on this road near Nidasale Bridge and the payment of toll at one gate will free the traffic of payment at the other on the same day.

SCHEDULE B.

	Details.	*Rate.* Rs.	a.	p.
1.	Motor car	0	4	0
2.	Motor tricycle or bicycle	0	2	0
3.	Other vehicle of any description propelled by steam or other motor power	1	0	0
4.	Four weeled carriage with passengers	0	6	0
5.	Do without passengers	0	4	0
6.	Two wheeled carriage or springs other than a juttaka or ekka with passengers	0	4	0
7.	Do do without passengers	0	3	0
8.	Ekka or juttaka laden	0	3	0
9.	Do unladen	0	2	0
10.	Other vehicles with springs including tricycle or bicycle ...	0	1	0
11.	Cart or other vehicle not on springs, drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden	1	0	0
12.	Do do if unladen ...	0	8	0
13.	Cart or other vehicle, not on springs, drawn by six bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	8	0
14.	Do do if unladen ...	0	4	0
15.	Cart or other vehicle not on spring drawn by four bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	6	0
16.	Do do if unladen ...	0	3	0
17.	Cart or other vehicle, not on springs, drawn by two bullocks, buffaloes, horses, ponies, asses or mules if laden	0	2	0
18.	Do do if unladen ...	0	1	0
19.	Cart or other vehicle not on springs, drawn by a single bullock, buffaloes, horse, pony, ass or mule, if laden...	0	1	6
20.	Do do if unladen ...	0	1	0
21.	Buffalo or bullock, per head, if laden	0	1	0
22.	Do do if unladen	0	0	6
23.	Elephant	0	8	0
24.	Camel, if laden	0	4	0
25.	Do if unladen	0	2	0
26.	Horse, if laden or ridden	0	1	6
27.	Horse, if unladen or led	0	0	9
28.	Thattu or mule, if laden or ridden	0	0	6
29.	Do if unladen or led	0	0	6
30.	Ass, if laden or ridden	0	0	3
31.	Ass, if unladen or led	0	0	1
32.	Sheep, Goat or pig	.....		
33.	Palanquin, Dhooli, palna or tonjon with two bearers ...	0	2	0
34.	Do do with more than two bearers	0	4	0

A. V. RAMANATHAN.

President,
District Board of Mysore.

APP. F VI. Gl.]

SUBJECT:.....

.....

.....

Section CB

File No. 49-25

Serial No. 15

Diary No. of letter replied to. 6.4.40

No. L7292

To The Dt. Dt. Board Tumkur

General and Revenue Secretariat

(L.S.9)

the *192*

Date of issue 26/2/25

Signed by [illegible]

Sir,

With refer to Correspondence ending with your letter No. L.S. 239 dated 27th May 1925 asking ~~[illegible]~~ reconsideration of the orders passed on the opening of a new toll-gate on the Shimoga Side of the Tumkur Madhu ~~Madhugiri Tumkur~~ Road I am directed to state that orders already passed cannot be ~~passed~~ reopened ~~withheld~~ and that the Tumkur Dt Board may, if necessary

over

WD 0562—GPB—31,000—17-8-25

Open Toll-Gates on the Tambaram-Vedal
~~the Madras and Tiruvallur~~ Chengalpattu-Madras
roads for one year from
~~1st July 1926~~

Share etc

BB.
31/5/26

No L 52930 2 6/26

Copy to the Pr. Dt Board
elsewhere for information
by mail

BB
K
31/5

Ls 49-25-20

Proceedings of the Government of H.H. the Maharaja of Mysore.

ORDER No.L. & 1161-7

Dated, Bangalore, the 16/ August, 1926.

Under the existing law each District Board is competent to establish, with the sanction of Government, its own toll gates. Claims recently came up to Government from two District Boards for a share in the revenue from tolls levied on particular roads, by the neighbouring District Boards and for levy of new tolls on roads on which old toll-gates were established. In such cases there are no rules prescribing the manner in which --- tolls may be apportioned between Local Bodies and disputes settled. Government consider it would be advantageous if a committee goes fully into the question and suggests measures for resolving the claims of two or more --- District Boards or Municipal Councils and District Boards in respect of the enjoyment of toll revenue and the location of toll-gates.

2. Government are pleased to appoint a --- Committee consisting of the following gentlemen for the consideration of the questions refered to above:-

Mushir-ul-mulk Mir Hamza Husein, B.A., B.L., (Chairman)

Mr. N.S. Nanjundaiya, Pleader, Hassan.

" G. Paramasivaiya, B.A., LL.B., Advocate, Bangalore City.

" H. Venkataramaiya, B.A., B.L., Advocate, Tumkur.

" K.V. Anantaraman, B.A., Deputy Commissioner, Tumkur.

Mr. B. Narasinga Rao,
Pleader, Chamarajapuram, Mysore.

3. The Committee may also consider whether it is necessary to make any provision in the District Boards and Municipal Regulations for providing for appeals or arbitration from decisions of District Boards and Municipal Councils in order to give relief to people who are too poor to go to Courts.

4. The Committee is requested to meet in the Public Offices, Bangalore at an early date and submit a report to Government of their findings on the several points referred to above before Dasara next. The Assistant Secretary to Government, Local Self Government, will take necessary steps in the matter.

Secretary to Government,
Local and Legislative Deptts.

To

The Members of the Committee.
The Comptroller to Government.

Copy to Registrar, Gen: & Rev. Sectt.

No L 4290 (Report) Dated, Bangalore, the 4th January, 1927.

REVENUE SECRETARIAT
98942
6.
LOCAL SELF GOVT. BRANCH

From

T.K. SOMESWARA IYER, Esq., B.A., B.L.,
SECRETARY, TOLL COMMITTEE, BANGALORE.

To

B. NAGAPPA, ESQ., Bar-at-Law.,
Secretary to the Government of His Highness
the Maharaja of Mysore, BANGALORE.

Sir,

With reference to Government Order No.L.1161-7/L.B. 49-25-20 dated the 16th August 1926, appointing a Committee for the consideration of the marginally noted questions -- connected with the -- District Fund and Municipal Tolls in the -- State, I am directed by the Chairman to -- forward the accompanying Report of the Committee on the several questions referred to them. As the subject had to be considered in all its details, the Committee regret that the work could not be completed within the time fixed by the Government.

(1) Suggestion of measures for removing friction between 2 District Boards or between District Boards and Municipal Councils in the enjoyment of Toll Revenue and location of toll-gates.

(2) The question of making provision in the District Boards and Municipal Regulations for appeals or arbitrations from decisions of District Boards and Municipal Councils to give relief to people who are too poor to go to Courts and

(3) The question of minimum distance to be maintained between toll gates.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY,
TOLL COMMITTEE.

K.M.R.1.

We the Members of the Committee appointed for the consideration of the marginally noted questions connected with Tolls, beg to submit the following report:-

(1) Suggestion of measures for removing friction between 2 District Boards or between District Boards and Municipal Councils in the enjoyment of Toll Revenue and location of toll gates.

(2) The question of making provision in the District Boards and Municipal Regulations for appeals or arbitrations from decisions of District Boards and Municipal Councils to give relief to people who are too poor to go to Courts a n d

(3) The question of minimum distance to be maintained between toll-gates.

The Committee met on the 26th September, 12th October and 7th November 1926 and again on the 18th December 1926 and have considered in detail the questions referred to them with reference to the Laws and practice in force, both here and elsewhere relating to District Board and Municipal Tolls.

The Committee regret that they could not finish their work and submit their report within the time fixed in the Government Order and had consequently to ask for an extension of time.

DISTRICT BOARD TOLLS.

The authority for levying tolls on roads and bridges in the State is the Chief Commissioner's Notification No.274 dated the 4th November 1876, which states that the Chief Commissioner may, from time to time, declare the roads on which, and the places where toll shall be levied. Under para 9 of the said Notification the net proceeds of the revenue from such tolls are to be applied wholly to the construction, repair and maintenance of roads and bridges within the Mysore Province.

2. No power was given to the District Committees which were constituted two years before under the authority of the Chief Commissioner's Notification No. 110 dated 4th July 1874 for the establishment of toll

toll gates, Stations or bars on District Fund roads.

3. The Local Fund was made to consist of (1) the proceeds of one anna cess in settled and 1/2 anna cess in other Taluks (subsequently raised to 1 anna) on every rupee of ordinary land revenue (2) of local ferry collections and (3) of fines on stray cattle and sale proceeds thereof. It was added that special assignments from any other source made under due authority to the Local Funds, would be regarded as grants-in-aid to such funds, but no assignment from the toll revenue was made.

4. In 1894 however, the District Committees were authorised to establish toll gates on the frontiers of their Districts on those roads only on which British Toll-gates existed and in Government Order No.2099-2107 L.F.295-92 dated 6th June 1894, it was ordered that the toll revenue collected on roads and bridges be credited in case of District Fund Roads to District Funds and in the case of Provincial roads to provincial funds and in Government Order No.3184-6/L.F.45-96 dated 2nd September 1896, a moiety of the proceeds from tolls at the Frontier toll gates on the provincial roads was also assigned to them. But we are informed that the order has not been given effect to and no assignment is being made.

20998-21007

5. The rules relating to District Committees were superseded by the Mysore Local Boards Regulation II of 1902, and the District Committees were replaced by District Boards. Under Section 20 thereof, the District Boards were empowered to levy tolls on carriages, carts or animals passing along roads and bridges vested in the District Board subject to such rules as to the rates to be levied, the purposes for which the net proceeds had to be applied and other matters as

Government might from time to time prescribe.

6. Under the rules issued under the said Regulation (Rules 60 etc.,) it was stated that the levy should be governed by the provisions, so far as they are applicable, contained in the "Rules for the levy of Tolls on Public Roads and Bridges in Mysore "issued under the authority of the Government of India with the Notification of Chief Commissioner of Mysore No.274 dated 4th November 1875 and also by additional rules set forth therein.

7. From the incorporation of the provisions of the Chief Commissioner's Notification in the said rules, it is apparent that the object of the levy was the construction, maintenance and repairs of roads and bridges. In the additional rules, it was declared (1) that payment of tolls on carts, carriages or animals at any gate or bridge would clear them at any other specified gate or bridge if so ordered by the Government and (2) that no more than one payment of toll should be demanded at any one toll bar, gate or station in respect of any carriage, cart or animal in any one period of 24 hours, counted -- from sunrise to sunrise.

8. These provisions have been embodied in the -- amending Regulation of 1918 and rules made thereunder. But Regulation IV of 1926 embodies in Section 66 some of the provisions of the rules. Clause 5 relates to grant of exemption for a cart etc., from payment of a toll in any gate, bar or station if toll has already been levied thereon in any other gate, bar or station in the same District and clause 3 enacts the same provision in respect of any payment made at any toll gate, bar or station -- within or without Mysore but the previous sanction of the Government has been made necessary for this.

9. It will be seen that the District Boards have been in enjoyment of Toll revenue for a long time and that it is utilised solely for the construction and re-

repairs of District Fund Roads. But of late, the cost of maintenance of roads has considerably increased and as the revenue derived from sources other than the Local cess is relatively small and inelastic, the need is felt for the increase of Toll revenue, and this can be effected by increasing the number of Toll gates or bars rather than by an increase in rates which appear to be moderate and are easily payable by the ryot. The Committee are therefore in favour of allowing District Boards to establish toll-gates, bars or stations as a matter of right on the frontier of their Districts and that no application made by the District Board for the purpose need be refused. As regards the distance between the frontier toll gates, the District Boards will generally locate their toll-gates at a point where they can tap most of the traffic, but in order to avoid ~~troll~~ too close a proximity of toll gates, it may be ordered that ordinarily the distance between any two frontier toll gates may not be less than 10 miles.

10. Clause (5) Section 66 says that not more than one payment of toll at any gate or station etc., may be demanded in any one period of 24 hours, calculated from sunrise to sunrise. But this applies to the toll gates, bars or stations situated in the same District. This provision has been introduced to prevent unnecessary hardship to the travelling public and to facilitate the movement of goods from place to place. But there is nothing in the Section to prevent toll being demanded at a toll gate, bar, or station in one District when toll has been paid in another District within a period of 24 hours, calculated from sunrise to sunrise. The omission seems to be deliberate, the object being to benefit both the District Boards that maintain the roads on which toll gates are established. Payments may be demanded at both the toll gates

especially as the distance between them will not be less than 10 miles. If however, double payment within a period of 24 hours is considered as a hardship, one of the courses seems to be to ask the District Board under Clause (3) Section 66 to obtain sanction of the Government to exempt carts, carriages, vehicles, animals etc., paying toll at a gate in one District from payment at the toll-gate in -- another District. But this will be inequitable to those Districts, such as Tumkur and Hassan etc., which have large Santhes or fairs very near the borders of another District. Moreover, motor cars which travel long distances in a -- period of 24 hours will be altogether exempt from payment. To make them liable, a distance limit say of 25 or 50 miles will have to be fixed but there is no sanction for it in the District Board Regulation.

11. The other course is to reduce the rates at both the frontier Toll gates. This will not act in favour of one and to the prejudice of the other District. In the schedule III of the Regulation, maximum rates alone are prescribed, but as a matter of fact rates much lower than the maximum are levied on motor cars, cycles and wheeled carriages on springs. The rate for a laden cart drawn by two bullocks is 4 annas and for an unladen cart 2 annas. Ordinarily a bullock cart drawn by two bullocks goes laden to a shandy where it discharges its goods and returns almost empty. It will have to pay if it passes through two gates 8 annas and if it goes as it generally does into a Municipal Town, another 4 annas, making a total of 12 annas. The Committee do not think it advisable to demand payment of a larger sum than this at any one time. The Committee recommend therefore that toll may be ordered to be paid at both the frontier toll gates, but that the rates may be reduced to half of what they are at present, except as regards the motor cars which may pay at the present rates.

12. To capture local traffic permission may be given

f o r

for the establishment of toll gates in the interior of the District also, subject of course to the provision contained in Clause 5 of Section 66, which applies to all tolls gates, bars or stations situated in the same district. The toll gates may not be less than 15 miles apart from one another. In the Districts, long distance travelling or carriage of goods by carts has gone out of use and the opening of any number of toll gates, bars or stations in the interior of a District subject to the provision contained in clause (5) Section 66 will not act as a hardship.

13. The general conclusions of the Committee on the subject of District Boards tolls are as follows:-

(1) That each District Board may as a matter of right be allowed to establish toll gates, bars, or stations on all important roads and that ordinarily the distance between the toll gate, bar or station of one District and that of the neighbouring District may not be less than 10 miles.

(2) That they may be allowed to establish as many toll gates as may be found to be necessary in the interior of the District, subject of course to the provision contained in clause (5) Section 66, but these toll gates may not be less than 15 miles apart from one another.

(3) That the rates leviable on carts and animals etc., at the inter-district Frontier toll gates (i.e., the frontier toll gates lying on the borders of an adjoining Mysore District) be reduced to half of what they are at present, except as regards motor cars in whose case the rates as at present in force may remain.

14. As regards a common toll gate between two Districts, the Committee think that this will be a most economical measure if the District Boards agree as to the sharing of revenue and the apportionment of costs. In

Bengal Act (Section 86 C) there is a provision for the establishment of common toll gates. But if there is no complete agreement between two District Boards, the best course in the opinion of the Committee is to allow each District Board to establish its own toll gate within its District subject to the condition mentioned above. In that case there will not be any necessity for the reduction of rates at the inter District Frontier toll-gates.

MUNICIPAL TOLLS.

15. The earliest Municipal Law is the Municipal Regulation of 1871 introduced into the Bangalore City in 1871. Section 34 thereof authorised the levy of tolls on carts, carriages, horses and other animals. The Regulation did not require that the net income from these tolls should be earmarked for maintenance of roads and bridges as in the District Board Rules. The above Regulation was followed by Regulation III of 1888, I of 1890, VII of 1899 and VIII of 1900, which were all repealed by Regulation VII of 1906. Sections 59, 60, 78 and 79 of the last mentioned Regulation now regulate the levy of tolls in City and Town Municipal Councils and Notification No.L.5241-8/M1.55-21-100 dated 16th March 1922, regulate such levy in minor Municipal -- Councils.

16. Section 59 (iii) only says that any Municipal Council may with the sanction of Government and after observing the necessary preliminaries impose among other -- things a toll on vehicles and animals used for riding, draught or burden entering the said Municipality and not liable to taxation under the previous clause at rates not exceeding those specified in schedule II.

17. Under the law as it stands at present, the Municipal Council have therefore the right to establish toll gates at the entrance to their limits. The Committee do not see sufficient reason to curtail this right given

- - them by law and to deprive them of this sources of revenue. Each Municipal Council may be allowed to establish its own toll gate but in order to avoid harship to the travelling public who will otherwise be liable to pay innumerable tolls on a long journey, the Committee propose that Municipal Councils may be required not to levy toll on through traffic. This seems to be quite fair as the Municipal tolls are not earmarked for the maintenance of roads and the carts and vehicles passing through a Municipality do not enjoy the amenities provided by the Municipal Council.

18. The Committee believe that the Municipal Council have the power under Section 46 (i) and 60 (a) (iii) to grant exemptions from payment of tolls to through traffic and such a condition has actually been imposed by the Government in certain municipalities when granting sanction for establishing toll gates, and if this provision is rigorously enforced, the hardship now felt by carts going to Mysore but passing through an intermediate Municipality will be obviated.

19. The question whether the Municipal Council should share the revenue with District Boards when they establish toll gates on the District Board roads was considered in 1916 and in Government Order No.940-58/ML.149-14-21 dated 31st July 1916, Government stated that no general rules can be laid down in regard to the apportionment of toll revenue between Municipalities and District Board and that each case should be disposed of on its merits.

20. About 14 Municipal Councils ~~pay one-fifth of ~~ have established toll-gates and out of these,

(1) The Chitaldrug Municipal Council pay one-fifth of its toll revenue to the District Board;

(2) The Chickballapur Municipal Council pay 50 per

cent

cent of the net realisations from tolls to the District Board of Kolar, a n d

(3) The Kolar Town Municipal Council do not pay any contribution from their toll revenue to the District Board of Kolar, but maintain the portion of the District Fund Road passing through the Municipal limits.

(4) The District Board of Hassan pay one-fourth of their toll-revenue from the levy of tolls at the Nuddu toll gate to the Hassan Town Municipal Council for the maintenance of the District Fund Road passing through the Municipal limits.

(5) The Bangalore City Municipal Council which also levy toll, maintain the State Fund Roads lying within the Municipal limits and enjoy the toll revenue.

(6) The other Municipal Councils fully enjoy the ~~tu~~ toll revenue.

21. The question as to the apportionment of revenue from toll-gates between Municipal Councils and District Boards was further considered with reference to the request of the Mysore City Municipal Council for the continuance to it of a State Grant of Rs.5,000/- on account of State Fund Roads passing through the City and in --- Government Order No.L.4506-25/Fl.109-24-3 dated 23r December 1924, Government observed that there was no unfformity in the system of apportionment and laid down as follows:-

(1) When any Municipal Council other than a City Municipal Council propose to levy tolls they should submit to Govetment proposals in this behalf after consulting the District Board concerned as regards sharing the Revenue or bearing in whole or in part, of the cost of maintenence of District Fund Roads passing through the Municipalit

(2) In regard to the City Municipal Councils the question of liability to maintain State and District

District Fund Roads and of the contributions from the State and District Funds will be decided according to the circumstances of each case.

22. Since it has been proposed to give unrestricted powers to District Boards and since the object of the establishment of a Municipal Toll gate is the augmentation of its revenue there may be no apportionment of of the revenue between the District Boards and Municipalities.

23. The general conclusions of the Committee are as follows:-

1. That all the Municipal Councils may be allowed to establish Toll-gates.

2. That they be not allowed to levy toll on --- through traffic.

24. With reference to the question of making provision in the District Board and Municipal Regulations for arbitrations or appeals to Government from decisions of the Boards and Municipal Councils so as to give relief to people who are too poor to go to Courts, the Committee believe that suggestions are to be made within the scope of the present law and they refrain from doing so as they are not able to make any suggestions which will not involve a change of Law.

25. At present different toll-gates are adopted by the different toll-gate authorities in regard to the several items on which tolls are levied. It has come to the notice of the Committee that on account of this -- variation in toll rates, travellers are not able to check the rates and that toll contractors levy higher rates than the sanctioned ones. To minimise inconvenience to the public and to avoid such underhand practices, it is considered desirable that a uniform toll rate may be ordered to be adopted throughout the State.

26. The Committee would like to express their obligation to the Secretary, Mr. Someswara Iyer, for his diligence in finding out all the references and placing them before the Committee and for the help rendered by him in drawing up the report.

.....

Signed. Mir. Humza Hussain, (Chairman
" K.V. Anantaraman,
" N.S. Hanjundaiya,
" B. Narasinga Rao,
" H. Venkataramaiya
" G. Paramasivaiya. } Members.

BY ORDER,

SECRETARY,
TOLL COMMITTEE.

4/1

K.M.R.5.

The Revenue Commissioner in Mysore.
The Secretary to Government, Revenue Department.
Mr. S. Sanjundaiya, Pleader, Hassan.
" C. Parameshwaraiya, B.A., LL.B., Advocate, Chitaldrug City.
" H. Venkataramaiya, B.A., L.L., Advocate, Tumkur.
Mr. K.V. Anantaraman, B.A., Deputy Commissioner, Tumkur.
Mr. L. Narasinga Rao, Chamarajapuram, Mysore.

K.V.L.T.

G.R..S VI G 34]

SUBJECT.....

.....

.....

Diary No.' of letter replied to.....

General and Revenue Secretariat

( )

the *192*

Date of issue 21st Jan 27

Signed by Mr T K S

May this be

i Printed ?

ii treated as a standing order ?

iii published in the Gazette, English Part ?

iv translated ?

v placed at the disposal of the press ?

vi published in the Gazette, Kannada Part ?

Section 1/63

File No. 169-63

Serial No. 76

Proceedings of the Government of His Highness the Maharaja of Mysore.

Read— G.O. No. R. 3858-R. 75-25 Dy 2.9.26, appointing a committee for the consideration of certain questions relating to the imposing of Provincial and Local Revenue in the State.

2. G.O. No. L. 1161-7 dated 16.8.26, appointing a committee for the consideration of certain questions of Local Boards and Local

Order Thereon No. 49-25-20

ation on the Stable

Letter No. C-3869 D
11.26 from the Revenue
Inspector submitting
report of the Committee
appointed in the first
~~Ltr~~ read above

Letter No L.4299 D 4.1.27
with the Secy of the Committee
appointed in the second
letter read above, submitting
report of the Committee
WB 65 Dt Bd's & rec Toll gate

Letter No L4741-50 D 21st Jun 27

List of enclosures.

Govt consider the
~~recommendation~~ the recommendation
contained that ~~report~~ made by the
~~Committee of three Executive~~

~~the~~ two Committees should
again
reconsidered by the members
of the two Committees at a
Joint meeting to plan
the whole question relating to
the establishment of Toll
Stations by the different authorities
viz Govt, Dt Bd & Municipality

Copied by

Examined by

WD 1883—GPB—1,000,00—21-12-21

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet-draft form.*)

finally decide d
by the ~~Government~~

so as to conserve the
interests of all the
(concerned) parties ~~in~~
and also to minimise
inconvenience to the
by avoidance of ~~delays~~
of Tolls for the
traffic in the
future. The Committee
who consider this question upon the Committee
visit Tolls in this
2. The members of
the two Committees
are accordingly
requested to meet
again at a
date & submit
the orders of Govt
a final report
their deliberations

subject to approval

3. The Asst Secy
in the L.S.G. Dept
with ~~such~~ the Secretary of the
will take necessary
steps for, consequent
the meeting &

The Executive-cum-Finance Commissioner will be the chairman of the joint committee and

WD 2230—GPB—1,00,000—23-7-20

2a The members of both
the Committees,
The Comptroller & Govt
Copy to L.S.G.

GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Requisition for papers

Section V.P

A

B

Filed

Deposit No.

File No. 47-36

Serial No. 127

For Diary No. 411 of 19

Signature

Branch

Section

Date 11/4/40

26/4/39

From

Mushir-ul-Mulk Mir Hamza Hussein, Esq., B.A., B.L.,

Chairman, Joint Toll Committee,

Bangalore.

To

R.Ranga Rao, Esq., B.A., B.L.,

General Secretary to the Government of

His Highness the Maharaja of Mysore,

Bangalore.

Sir,

The Joint Committee which was constituted in Government Order No.L.4741-50 L.B.49-25-26 dated the 21st January 1927 met in the Public Offices. At the 1st meeting which came off on 29th January 1927, Mr.S.M. Balasundaram Iyer, Mr.John Bhore, Mr.P.G.D'Souza, Mr. H.Venkataramaiya and Mr.Anantaraman were present. The 2nd meeting came off on 20th March 1927, at which Mr. Madhava Rao, Mr.H.Venkataramaiya, Mr.B.Narasinga Rao, Mr.Paramasiviah and Mr.Anantaraman were present. At both these meetings the report of the Toll gate Committee and the Provincial Toll Committee were considered.

The accompanying report which was approved at the last meeting is forwarded for the consideration of the Government.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY,
Joint Toll Committee.

MK.

Report of the Joint Committee appointed in Government Order No.L.4741-50 L.B.49-25-26 dated the 21st January 1927 for consideration of certain questions connected with the Tolls in the State.

---

1 The following were the recommendations of the District Fund and Municipal Toll Committee :-

2. (a) A.District Board Tolls.

(1) That each District Board may as a matter of right be allowed to establish Toll gates, bars, or stations on all important District Fund roads and that ordinarily the distance between the toll-gate, bar or station of one District and that of the neighbouring District may not be less than 10 miles.

(2) That as many tolls as necessary may be established on District Fund roads in the interior of each District subject to the provisions of Section 66 (5) provided that there shall be a distance of not less than 15 miles between two toll-gates.

a n d

(3) That half the rates be levied on animals and carts etc., at inter District Frontier Toll-gates, except in regard to motor cars for which full rate in force may be recovered.

(4) Common toll-gates may be established by two District Boards if they agree to sharing of revenue and apportionment of costs, when there will be no reduction of rates at inter District Frontier gates, and if they cannot agree, each to have its own frontier toll-gate, subject to a distance limit of 10 miles from one another.

(b) B.Municipal Toll Gates.

(i) That all the Municipal Councils may be allowed to establish toll-gates.

(ii) They may however not be allowed to levy toll on through Traffic.

(iii) There may be no apportionment of toll revenue between a District Board and Municipal Council

3. The Joint Committee discussed thoroughly the proposals of the Toll-gate Committee as contained in the above paragraphs (2a and 2b) and they are in complete accord with them except upon one point. It is proposed to reduce the present rates at the inter District frontier Toll-gates to one half of what they are with the exception of the rates on motor vehicles. The rates may be reduced as proposed, but no exception need be made in case of motor cars which may enjoy the same privilege as other vehicles.

4. The recommendations of the Provincial Toll Committee are set forth below :-

Toll gates may be divided into

(i) Frontier Toll gates on (a) State Fund Roads and (b) Local Fund Roads.

(ii) Interior Road Toll gates on (a) State Fund Roads and (b) Local Fund Roads.

(iii) Bridge Toll gates on (a) State Fund (b) on Local Fund bridges and

(iv) Municipal Toll gates.

5. The Joint Committee have no objection to the above division of tolls.

6. The other recommendations are :-

(i) More toll-gates may be established at the frontier of the State on the Provincial and District Fund Roads as in Appendix II.

(ii) Interior Toll-gates may be established as per list given in Appendix III of the report.

(iii) Bridge tolls may be established as per list given in Appendix III.A.

7. The Joint Toll-gate Committee considered these proposals and they are of opinion that Tolls may be established on the frontier of the State on Provincial roads as per list contained in Appendix -

II.

Appendix II. As regards the Tolls on the District Fund roads the District Boards may be consulted. In respect of the inter-District - frontier toll gates on the provincial roads they are of opinion that not more than one Toll-gate may be established in the interior at the frontier of Districts. As the unit of administration and control for the Provincial Roads passing through different districts is the same, they do not recommend the establishment of a toll gate in each of the two adjoining Districts. They think that one toll gate on a provincial road at the frontier of a District is sufficient. Such - frontier toll-gate may not be established at a greater distance than 5 miles from the frontiers. In regard to the toll-gates mentioned in Appendix III, the Joint Committee have no objection to the establishment of the toll-gates on Provincial roads as proposed but as regards toll-gates in the - District Fund roads, the District Boards may be consulted in the first instance and their proposals may be dealt with in accordance with the principles summarised in para (2a) of this report. They have no objection to the abolition of the Yelwal Toll gate which question was specifically referred to the Provincial Toll Gate Committee.

8. The Joint Committee are not in favour of establishing Toll-gates on bridges on which no toll is being levied- The toll on bridges is being levied to recoup the cost of the construction of the bridges and where bridges have already been constructed from State Funds and no toll is levied ~~it is not advisable to levy tolls on such - bridges. The Joint Committee therefore approve of the establishment of the toll-gates on new

bridges

bridges or on bridges which have been reconstructed but do not approve of the establishment of toll gates on bridges as per Appendix III A.

9. The next recommendation relates to the Administration of the several Classes of Tolls.

The Provincial Toll Committee consider that the Tolls on State Fund Roads (Provincial roads- Frontier, Interior and Bridges) should vest in the Deputy Commissioner as at present and the revenue to be derived should be credited to "XIX Civil Works" in the State Budget. This was agreed to, the District Board tolls (Frontier and Interior and Bridges) remaining as hitherto under the control of the District Boards.

10. The recommendations of the Provincial Toll Committee that the District Boards may work the Toll on bridges constructed on Local Fund roads, though the Government might have contributed to the cost of the bridge, commend themselves to the Joint Committee. As regards the revenue, the Provincial Toll gate Committee recommend that it may be shared by the Government and the Board together or that Government may forego their share if they choose. When the construction of a bridge on a Local Fund Road is sanctioned it will be a matter of agreement between the Government and the District Board as to how the revenue is to be shared. Generally speaking when the District Board contributes to the cost of a bridge, Government does not claim a share in the Toll revenue and the Joint Committee thinks that this practice may continue.

11. The Joint Committee agreed to the recommendation to earmark the revenue from tolls on District Fund and State Fund roads for the maintenance

and improvement of these roads. But they are not agreeable to the formation of a road fund as - recommended.

12. The next question referred to the grant of exemption to vehicles in the several toll gates within a period of 24 hours counted from sunrise to sunrise. The recommendation of the District Toll Committee in this behalf has been indicated in para 3 supra. Under the District Board Regulation, exemption has to be given in all interior toll gates, if toll has been paid in any one of them during the period. The Joint Committee agree that this exemption may be in full force regarding Provincial Toll gates also. But as regards - exemption of tolls on District Board roads, the Joint Committee are of opinion that this may not be granted as the units of administration are different Payment therefore at a Provincial toll-gates will not entitle one for exemption at a District Fund toll and vice versa.

13. In regard to the other question referred to the Committee viz., the relief to be given to motor busses from payment of both road cess and tolls, it is observed that the road cess is - imposed under the Motor Vehicle Rules and no hardship can be felt by the buss owners in this respect as the road cess is met by ther by levying an extra fee therefor from the travellers. They can also avoid payment of too many tolls if they compound the same with the District Board or Provincial Toll gate authorities. There is provision for this in the District Board Regulation. The system may be adopted in regard to Provincial Tolls also.

The Joint Committee have also considered Appendices IV and V attached to the Provincial

Provincial Toll Committee's report.

Appendix IV relates to draft revised rules relating to levy of tolls and Appendix V, schedule of maximum rates of tolls to be levied at - Provincial Toll Gates.

16. The Joint Committee have considered it necessary to amend the draft rules in certain respects. The draft as amended is appended to this report. (Vide Appendix IV.) In the list of Vehicles liable to toll, Rickshaws have been added as they are coming into general use. (Vide Appendix V.)

Mushir Mir Hamza Hussein,
Chairman.

K. Anantaraman,

B. Narasinga Rao.

G. Paramasiviah.

H. Venkataramaiya.

N. Madhava Rao.

Secretary joint Committee

APPENDIX I.

List of existing toll gates (Provincial and Local Fund)

Provincial.	Local Fund.
Bangalore District.	
Nil.	
Kolar District.	
Nil.	
Tumkur District.	
	Nidasale.
Mysore District	
1. Yelwal 2 Kakankote 3. Nanjangud - Hasnur Ghat Road. 4. Periyapatna. 5. Panchavalli 6. Bandipura 7. Mulahole.	1. Yedatore Bridge. 2 Arkanahalli. 3. Madapur -Koligir Road. 4. Tumkur - Maddagiri Road. 5. On the 10th mile within the limits of Mysore District newly opened from 1-7-1926.
Hassan District.	
1. Marnahalli. 2 Belur Bridge.	1. Dudda. 2. Bisle. 3 Kyatehole 4. Karehalli. 5. Holenarsipur Bridge.
Shimoga District.	
1 Agumbe Ghat. 2 Hyderghar ghat 3 Honnali Bridge. 4 Kogar-Nagavalli Bhatkal Road.	1. Bhadravati. 2 Chennagiri 3 Sulekere 4 Saulanga 5 Halagmakoppa. 6. Ulvi. 7. Badadabyle. 8. Agasanahalli. 9. Lakshmipur.
Kadur District.	
1 Kottigehar (Bhundghat). 2. Balehonnur 3 Hariharpur 4 Thadasa.	1. Bommanahalli.
Chitaldrug District.	
1. Thungabhadra Bridge Toll Gate at Harihar. 2 Thammenahalli toll gate.	1. Hanagal. 2. Harpanahalli.

APPENDIX

List of existing toll gates (Provincial and Local Trust)

Provincial	Local Trust.

Bangalore District.

Kolar District.

XXII.

Tumkur District.

Madras District.

1. Velur		1. Vadatore Bridge.
2 Kaveripatte		2 Arkonam. III.
3. Mandavad	Beauty Chat Road.	3. Madapur-Nolambur Road.
4. Tirupapotta.		4. Tumkur - Maddagiri Road.
5. Pandavapura.		
6. Bandipura		6. On the 10th mile within the limit to Mysore District newly opened from 1-7-1926.
7. Nilambole.		

Nasan District.

1. Ramanathapuram	1. Dudda.
2 Belur Bridge.	2. Pisale.
	3 Ayatebola
	4. Karoli.III.
	5. Holenarsipur Bridge.

Mysore District.

1 Ashoka Chat	1. Bhadravati.
2 Avenjapur Road	2 Channagiri
3 Tumkur-Pavagada	3 Sulebele
4 Jagalur-Harihar Road.	4 Kanjarpa
	5 Halagambeje.
	6. Ulva.
	7. Badadahyle.
	8. Ugaramanchi.
	9. Lakkanapur.

Kanara District.

1 Hottigebar (Mundgod)	Bommanahalli.
2. Talakonur-Harihar Road.	

Chitaldrug District.

Thirumadeva Bridge Tolli Gate at Hariyur.	1. Hanupal.
Bommanahalli Toll Gate.	2. Hiremagalli.

APPENDIX II.

List of New Frontier Tolls proposed.

District.	Provincial.	Local Fund.
Kolar	1) Mulbagal -Palmaner Road. 2) Chintamani-Madanapalli Road. 3) Bagepalli-Penukonda Road. 4) Goribidnur-Hindupur Road.	1) Malur-Hosur Road. 2) Malur-Berike Road. 3) Bethamangala-Gudiyatam Road.
Tumkur.	1) Maddagiri-Madakasira Road. 2) Pavagada-Madakasira Road. 3) Pavagada-Kalyandrug Road.	1) Between Maddagiri and Chelur. 2) Pavagada-Penukonda Road 3) Sira-Amarapur Road.
Shimoga.	1) Sagar - Jog.	1) Honnali-Rattehalli. 2) Shiralkoppa-Hirehur 3) Anavatti-Gondi. 4) Sorab- Siddapur. 5) Sorab -Sirsi.
Hassan	--	1) Mallipatna-Uchangi.
Mysore.	1) Maddur-Sivasamudram-Kollegal Road.	1) Fraserpet-Ramanathapur 2) Yelandur-Kollegal Frontier.
Bangalore.	1) Bangalore-Hosur Road.	1) Anekal-Gumlapur. 2) Anekal-Hosur.
Chitaldrug.	--	1) Jagalur-Ujjani. 2) Harihar-Harapanahalli 3) Anaji-Huchangidurga.

APPENDIX II.

List of New Frontier Toll proposed.

District.	Provincial.	Local Fund.
Kolar	1) Muthegal-Lalmoner Road.	1) Malur-Hosur Road.
	2) Chintamani-Madanapalli Road.	2) Malur-Perike Road
	3) Bagepalli-Penukonda Road.	3) Bethamangala-Gudiyetam Road.
	4) Goribidnur-Hindupur Road	
Tumkur.	1) Maddagiri-Maddakeri Road.	1) Between Maddagiri and Chelur.
	2) Pavagada-Maddakeri Road.	2) Pavagada-Tumkonda Road
	3) Pavagada-Hairanahalli Road.	3) Siru-Amaragur Road.
Bellary.	1) Kaur--Lon.	1) Honnali-Battenelli.
		2) Shiralkoppe-Hirehur
		3) Anaveti-Gondi.
		4) Gorab- Siddapur.
		5) Gorab -Siral.
Hassan		1) Malliapura-Uchangi.
Mysore.	1) Maddur-Srirangapatna-Kollegal Road.	1) Srirangapatna-Hanamanthanu
		2) Yelandur-Kollegal Frontier.
Bangalore	Bangalore-Hosur Road.	1) Anekal-Gumlapur.
		2) Anekal-Hosur.
Chitaldrug		1) Jagalur-Ojjeni.
		2) Harihar-Harpanahalli
		3) Anji-Huchangidurga.

APPENDIX III.

Interior Tolls, Local Fund Roads.

Bangalore District.	1.Malur -Hoskote Road. 2 Magadi-Huliyurdurga Road. 3 Dobspet-Koratagere Road.
Tumkur District.	1. Huliyur-Banavar Road. 2. Turuvekere-Nagamangala Road.
Kolar District.	1 Hoskote-Cidlaghatta Road. 2 Dodballapur-Chickballapur Road. 3. Tondebhavi-Koratgere Road.
Mysore District.	1. Kankanhalli-Malavalli Road. 2. Channapatna-Halagur Road. 3. Turuvekere-Yediyur Road. 4. Kunigal-Maddur Road. 5. Yedatore-Holenarasipur Road. 6. Periyapatna-Ramanathapur Road.
Hassan District.	1.Huliyur-Arsikere Road. 2 Tiptur-Hassan Road. 3 Tiptur.Chennaroyapatna Road. 4.Krishnarajapet-Chennaroyapatna Road. 5.Yedatore-Ramanathapur Road.
Shimoga District.	1.Chennagiri - Kolalkere Road. 2.Sulekere-Sasalu Road. 3.Tirthahalli-Koppa Road.
Kadur District.	1. Mudigere-Manjarabad Road. 2 Narasimharajpur-Shimoga Road.
Chitaldrug District.	1. Chellakere - Pavagada Road. 2 Hosdurga - Huliyur Road. 3 Hiriyur - Huliyur Road. 4 Hosdurga - Ajjampur Road.

APPENDIX III A — Bridge Internal Tolls.

Hassan District.

Gorur.

APPENDIX III.

Interior Tolls, Local Road Roads.

Bangalore District.

1. Malur - Hoskote Road.
2. Magadi - Nelligurdurga Road.
3. Doddpet - Kortagere Road

Tumkur District.

1. Gulliyur - Benevar Road.
2. Guruvebere - Hagamegala Ro

Kolar District.

1. Hoskote - Gudlaghatta Road.
2. Doddaballapur - Chikballapur Road.
3. Gondebhavi - Kortakere Road.

Mysore District.

1. Kankanhalli - Malavalli Road.
2. Channapatna - Halagur Road.
3. Turuvekere - Yedigur Road.
4. Kunigal - Madgur Road.
5. Yedatore - Holenarsipur Road.
6. Periyapatna - Ramanathpur Road.

Hassan District.

1. [illegible] - Arsikere Road.
2. Tipgur - Hassan Road.
3. Tipgur - Channarayapatna Road.
4. Krishnarajapet - Channarayapatna Road.
5. Yedatore - Ramanathpur Road.

Shimoga District.

1. [illegible] - Holalkere Road.
2. Hulekere - Basalu Road.
3. Hirehalli - Honna Road.

Kadur District.

1. [illegible] - Manjarabad Road.
2. Narsimharajpur - Shimoga Road.

Chitaldrug District.

1. Chellakere - Davangere Road.
2. Hosdurga - Hiriyur Road.
3. Hiriyur - Hiriyur Road.
4. Hosdurga - Molkalmuru Road.

APPENDIX III - A

Hassan District.

Bridge Internal Tolls.

-Gone.

APPENDIX IV.

Draft revised Rules.

(a) A table of authorised tolls shall be legibly written in English and Kannada and shall be put up in a conspicuous place near the toll gate.

.(b) Animals drawing any vehicles for which tolls can be demanded are not also to be charged with toll.

(c) 1. No toll shall be levied afresh on any cart etc., passing along a Provincial road if within a period of 24 hours computing from sunrise to sunrise a toll has been collected at any toll gate on a provincial road. This exemption will not apply to Municipal tolls or Bridge Tolls or District Fund tolls.

2. No toll shall be levied at a Frontier toll gate in Mysore on any cart etc., passing the gate if within a period of 24 hours calculating as above a toll has been collected thereon at a British toll gate in respect of which reciprocity has been obtained in consultation with the British Authorities.

(d) Carts laden with manure or other substance used as manure shall be treated as unladen and tolled - accordingly.

(e) No toll shall be levied ~~forxthe~~ on foot passengers

(f) No tolls shall be levied for the passage of troops or Military Stores or equipages or of Police Officers on duty or of any person or property in their custody or of any property bona fide belonging to Government, ~~as~~ the - proof of which should be established by the production of a pass or certificate from any officer of the department to which the property belongs, such officer being duly authorised by the Deputy Commissioner or by - Government to grant such certificates or passes. Such pass or certificate should be delivered up at the last toll gate passed by the cart, carriage or animal, conveying such property before it reaches the destination

destination noted in such pass or certificate.

(g) No toll shall be levied for the passage of carriages, carts or animals etc., at any toll gate if they belong to a Local Board or Municipal Council, the proof of which should be established by the production of a certificate signed by the President of such body or by such officer as may be authorised by the Government.

(h) No toll shall be levied for the passage of carriages, cars or animals etc., if

(1) they belong to H.H. the Maharaja of Mysore or H.H. the Yuvaraja.

(2) they belong to the Hon'ble the British Resident in Mysore.

(3) they are engaged by the Postal Department exclusively to carry mails,

(4) they belong to a person who has compounded with the proper authorities in accordance with the rules framed by the Government.

(5) they convey British Military Officers in uniform passing on duty.

(i) No toll shall be levied on cattle belonging to the residents of the village or town situated within a distance of 5 miles from the toll gate.

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APPENDIX V.

Schedule of the Maximum Rates of Toll.

1	(a)	On every motor vehicle carrying or intended to carry more than 10 persons.	Rs.	2	0
	(b)	Motor cars or lorries, other than the above	"	1	0	0
2		On motor cycles with or without side car.		0	4	0
3.		On every other vehicle of any description propelled by steam or other motor power.		1	0	0
4.		On every four-wheeled carriage.		0	12	0
5.		On every two-wheeled carriage on spring other than a jutka or ekka.		0	8	0
6.		On every ekka or Jutka, laden.		0	4	0
7.		On every jutka or ekka, unladen.		0	2	0
8.		On every other vehicle with spring including tricycle and bicycle.		0	2	0
9.		On every cart or other vehicle not on springs drawn by 8 bullocks, buffaloes, horses, ponies, asses or mules, if laden.		1	0	0
10.		Do Do. if not laden.		0	8	0
11.		On every cart or other vehicle not on springs drawn by 6 bullocks, buffaloes, horses, ponies, asses or mules, if laden.		0	8	0
12.		Do. Do. if not laden.		0	4	0
13.		On every cart or other vehicle not on springs drawn by 4 bullocks, horses, buffaloes, ponies, asses on mules, if laden.		0	6	0
14.		Do. Do. If not laden.		0	3	0
15.		On every cart or other vehicle not on springs drawn by 2 bullocks, buffaloes, horses, ponies, asses or mules, if laden.		0	4	0
16.		Do. Do. if not laden.		0	2	0
17.		On every cart or other vehicle not on springs drawn by a single bullock, buffalo, horse, pony, ass, or mule, if laden.		0	2	0
18.		Do. Do. if not laden.		0	1	0
19.		On every Buffalo or bullock per head, if laden.		0	1	0
20.		Do. Do. if not laden		0	0	6
21.		On every elephant.		1	0	0
22.		On every camel, if laden.		0	4	0
23.		On every camel, if not laden.		0	2	0
24.		On every horse, if laden or ridden.		0	1	6
25.		On every horse, if unladen or not ridden.		0	0	0

13

26.	On every theatre or mule, if laden or ridden	Re.	0	0	9
27	On every theatre or mule, if unladen or ridden		0	0	6
28.	On every ass, if laden or ridden.		0	0	6
29.	On every ass, if unladen or led.		0	0	3
30	On every sheep, goat or pig.		0	0	1
31.	On every pleasure, hobby, pains or tuition with two persons.		0	2	0
32.	Do. Do. with more than two persons.		0	4	0

Proceedings of the Government of H.H. the Maharaja of Mysore.

L 03 49-25-28

Read:-

G.O.No.R. 5858-60 R.M.75-25. dated 27th May 1926, appointing a Committee for the consideration of certain questions relating to the Improvement of Provincial Toll Revenue in the State.

2. G.O.No.L.1161-7/L.B.49-25-20 dated the 16th August 1926, appointing a Committee for the consideration of certain questions relating to District Board and Municipal Toll Gates in the State.

3. G.O.No.L.4741/50 L.B.49-25-26 dated the 21st January 1927, appointing a Joint Committee for considering the whole question relating to the establishment of toll gates by the different authorities viz., Government, District Boards and Municipalities.

4. Letter No.L.7313/L.B.49-25-27 dated the 8th April 1927, from the Chairman of the Joint Toll Committee to the General Secretary to Govt submitting the report of the Joint Committee.

ORDER NO.L. 8795-814

Dated, Bangalore, the 9th June 1927.

(1.) The recommendations of the District Fund and Municipal Toll Committee as accepted the Joint Committee are ~~as follows:-~~ summarised below.

A. District Fund Tolls.-

(1) Every District Board may be allowed to have toll gates on ~~all~~ important District Fund Roads within its jurisdiction, the distance between ~~the~~ a toll gate of one District and that of ~~the~~ any neighbouring one being ordinarily not less than 10 miles.

(2) As many toll gates as are necessary may be established on District Fund Roads in the interior, subject to the provisions of Section 66 (5) of the D.B. Regulation and provided the distance between two toll gates (in the same District) be not less than 15 miles.

(3) Only half ~~the~~ rates only should be levied

at District toll gates which ~~is~~ are not more than five miles distant from the frontier of the -- District.

(4) Common toll gates may be established by two District Boards if they agree about the sharing of the income and the cost, in which case there will be no reduction of rates as suggested in sub para 3.

B. Municipal Toll Gates.-

(1) All Municipal Councils may be alloved to establish toll gates.

(2) Municipal Councils should not levy tolls on through traffic.

(3) There should may be no apportionment of toll revenue between a District Board and a Municipal Council.

~~11.~~ The recommendations of the Provincial Toll Committee as accepted by the Joint Committee, are summarised below. ~~as follows~~:-

(i) Toll gates may be classified as;

(a) Frontier toll gates, (b) Interior Road toll gates, (c) Bridge tolls — State and District Board.

(d) Municipal Toll Gates.

(2) Additional toll gates may be ~~established~~ at the frontiers of the State on State and District Fund Roads as in Appendix II ., the District Boards being first consulted as regards those on District Fund Roads. ~~The Joint Committee recommended that~~ When two Districts ~~boundaries meet on~~ the boundary between a Provincial Road, ~~one~~ toll gate established at such boundary is sufficient, ~~and that such toll gate~~ should not be ~~more~~ than five miles distant from the boundary.

(3) Interior toll gates may be established as in Appendix III. The District Boards should

should be consulted about the gates proposed to be opened on the District Board Roads. On the question of the abolition of the Yelwal Toll gate, which was specifically referred to them, the Joint Committee state that that Toll gate may be abolished.

(4) The administration of tolls on State Fund Roads should, as hitherto, vest in the Deputy Commissioner, the revenue derived -- therefrom being credited to "XIX Civil Works" in the State Fund Budget; and that of District Board Tolls should vest in District Boards.

(5) Tolls on Bridges constructed on Local Fund Roads may be allowed to be collected by the District Boards, though the Govt. may have contributed to their cost. The revenue may be shared by the Government and the District Board, or the Government may forego their share. When a new bridge is constructed on a Local Fund Road, the proportion in which the revenue should be shared will be a matter for agreement between the Government and the District Board.

3) Government accept all these recommendations of the Committee.

4) (4). The Provincial Toll Committee recommended that the revenue derived from tolls on State Fund and District Fund Roads should be funded and earmarked for the maintenance and improvement of these roads. The Joint Committee agree that the collection should be earmarked, but are not agreeable to the formation of a Road Fund. Government agree with the Joint Committee in this respect.

The Joint Committee recommend that the

the rule regarding the grant of exemption from payment of toll for 24 hours might be amended so that payment at a Provincial Road Toll gate will give exemption from all Provincial road tolls for 24 hours and payment at a District Board Toll gate from all District Board toll-gates for a similar period. Govt approve of the recommendation with the modification that payment of a toll to one District Board Toll Gate will give no exemption from payment of toll to another District Board in the absence of an agreement between the respective District Boards in the matter. As regards Tolls on the State frontier, payment at a British Toll gate should give exemption at a State Frontier Toll gate only in cases in which there is a reciprocal agreement. When reciprocity does not exist the possibility of levying half the rates at both the British and Mysore Toll gates will be examined and so.

5) ~~IV.~~ The Provincial Committee have included some Bridge Tolls in the list of tolls in appendix III of their report. The Joint Committee think that Tolls should not be established on bridges on which no toll is now levied and approve of the opening of bridge tolls only on bridges newly constructed or those reconstructed Government agree with the Joint Committee in the matter.

b) The Joint Committee have also considered the question of the relief to be given to Motor Buses from payment of both road cess and tolls. They observe that the road cess is --- imposed under the Motor Vehicles Rules and that it can cause no hardship to bus owners as they meet the cess by levying an extra fee therefor from travellers. They could also avoid paymen

payment of too many tolls if they could compound the toll with the District Board or the Provincial Toll gate authorities. There is provision in the District Board Regulation for compounding toll at District Board Toll gates. The system will be adopted in regard to Provincial Tolls also.

7.) The Draft Revised Rules and the Schedule of Maximum Rates of tolls (Appendices IV and V attached to the Provincial Committee's Report) have been considered by the Joint Committee, and the Draft Rules have been amended by them in certain respects as shown in Appendix IV to their report. It is stated that in the list of Vehicles liable to tolls (Appendix V) Rickshaws have been added, as they are coming into general use. Government approve of the rules and the schedule of rates of toll.

8.) Action will be taken immediately to establish toll gates on State Roads in the places indicated in the Joint Committee's Report. The District Boards will be consulted regarding the opening of the toll gates suggested by the Joint Committee in Appendix II ., the establishment of joint toll-gates or the levy of half the fees in separate toll-gates in separate District Fund toll gates at District boundaries, and regarding the best method of adjustment of amounts between toll gates of different District Boards under the 24 hours rule. In regard to the opening of new Bridge tolls, proposals will be considered individually and orders issued separately in each case. Necessary action will also be taken to modify the rules so as to exempt through traffic from Municipal Tolls and to provide for the compounding

compounding of tolls in the case of provincial toll gates. The Public Works Department and the District Boards concerned will take necessary steps for obtaining reciprocity in regard to exemption from payment of toll as between Mysore and British frontier toll gates.

9). Government wish to express their obligations to the three Committees for their careful consideration of the questions referred to them and for their valuable reports to Government. ~~Government~~ They also note with pleasur the opinion of the District Fund Committee ~~Committee~~ regarding the diligence shown by Mr. T. K. Someswara Iyer, Secretary to the Committee, in tracing references for the Committee and the help rendered ~~xxxxx~~ he in drawing up the report.

For General Secretary
to Government.

To

The Revenue Commissioner in Mysore.
The Chief Engineer of Mysore.
The Chief Secretary to Government.
The Secretary to Government, Law Deptt.
~~Copy to R. A. Section.~~
The Deputy Commissioners

Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

G. O. No. L. 8795-814—L. B. 49-25-28, dated 9th June 1927.

Toll Gates

Passes orders on the report of the Joint — Committee about the establishment and administration, etc., of —— on Provincial, District Fund and Municipal Roads.

READ--

Government Order No. R. 5858-60—R. M. 75-25, dated 27th May 1926, appointing a Committee for the consideration of certain questions relating to the Improvement of Provincial Toll Revenue in the State.

2. Government Order No. L. 1161-7—L. B. 49-25-20, dated the 16th August 1926, appointing a Committee for the consideration of certain questions relating to District Board and Municipal Toll Gates in the State.

3. Government Order No. L. 4741-50—L. B. 49-25-26, dated the 21st January 1927, appointing a Joint Committee to consider the whole question of the establishment of toll gates by the different authorities, *viz.*, Government, District Boards and Municipalities.

4. Letter No. L. 7313—L. B. 49-25-27, dated the 8th April 1927, from the Chairman of the Joint Toll Committee, to the General Secretary to Government, submitting the report of the Joint Committee.

ORDER No. L. 8795-814—L. B. 49-25-28, DATED 9TH JUNE 1927.

The recommendations of the District Fund and Municipal Toll Committee as accepted by the Joint Committee are summarised below:—

A. District Fund Tolls.—(1) Every District Board may be allowed to have toll gates on important District Fund Roads within its jurisdiction, the distance between a toll gate of one District and that of any neighbouring one being ordinarily not less than 10 miles.

(2) As many toll gates as are necessary may be established on District Fund Roads in the interior, subject to the provisions of Section 66 (5) of the District Boards Regulation and provided the distance between two toll gates (in the same District) be not less than 15 miles.

(3) Only half the rates should be levied at District toll gates which are not more than five miles distant from the frontier of the District.

(4) Common toll gates may be established by two District Boards if they agree about the sharing of the income and the cost, in which case there will be no reduction of rates as suggested in sub-para 3.

B. Municipal Toll Gates.—(1) All Municipal Councils may be allowed to establish toll gates.

(2) Municipal Councils should not levy tolls on through traffic.

(3) There should be no apportionment of toll revenue between a District Board and a Municipal Council.

2. The recommendations of the Provincial Toll Committee as accepted by the Joint Committee, are summarised below:—

(1) Additional toll gates may be established at the frontiers of the State on State and District Fund Roads as in Appendix II; the District Boards being first consulted as regards those on District Fund Roads. When the boundary between two Districts cuts a Provincial Road, the toll gate established in either District should be not less than five miles distant from the boundary.

(2) Interior toll gates may be established as in Appendix III. The District Boards should be consulted about the gates proposed to be opened on the District Board Roads. On the question of the abolition of the Yelwal Toll gate, which was specifically referred to them, the Joint Committee state that that toll gate may be abolished.

(3) The administration of tolls on State Fund Roads should, as hitherto, vest in the Deputy Commissioner, the revenue derived therefrom being credited to "XIX Civil Works" in the State Fund Budget; that of District Board Tolls should vest in District Boards.

(4) Tolls on Bridges constructed on Local Fund Roads may be allowed to be collected by the District Boards, though the Government may have contributed to their cost. The revenue may be shared by the Government and the District Board or the Government may forego their share. When a new bridge is constructed on a Local Fund Road, the proportion in which the revenue should be shared will be a matter for agreement between the Government and the District Board.

3. Government accept all these recommendations of the Committee.

4. The Provincial Toll Committee recommended that the revenue derived from tolls on State Fund and District Fund Roads should be funded and earmarked for the maintenance and improvement of these roads. The Joint Committee agree that the collection should be earmarked, but are not agreeable to the formation of a Road Fund. Government agree with the Joint Committee in this respect.

The Joint Committee recommend that the rule regarding the grant of exemption from payment of toll for twenty-four hours might be amended, so that payment at a Provincial Road Toll gate will give exemption from all Provincial Road tolls for twenty-four hours and payment at a District Board Toll gate from all District Board toll gates for a similar period. Government approve of the recommendation with the modification that payment of a toll to one District Board Toll gate will give no exemption from payment of toll to another District Board in the absence of an agreement between the respective District Boards in the matter. As regards tolls on the State frontier, payment at a British toll gate should give exemption at a State Frontier toll gate only in cases in which there is a reciprocal agreement. When reciprocity does not exist the possibility of levying half the rates at both the British and Mysore Toll gates will be examined.

5. The Provincial Committee have included some Bridge Tolls in the list of tolls in appendix III of their report. The Joint Committee think that Tolls should not be established on bridges on which no toll is now levied and approve of the opening of bridge toll only on bridges newly constructed or those reconstructed. Government agree with the Joint Committee, in the matter.

6. The Joint Committee have also considered the question of the relief to be given to Motor Buses from payment of both road cess and tolls. They observe that the road cess is imposed under the Motor Vehicles Rules and that it can cause no hardship to bus owners as they meet the cess by levying an extra fee therefor from travellers. They could also avoid payment of too many tolls if they would compound with the District Board or the Provincial Toll gate authorities. There is provision in the District Board Regulation for compounding toll at District Board Toll gates. The system will be adopted in regard to Provincial Tolls also.

7. The draft revised rules and the Schedule of Maximum Rate of tolls (Appendices IV and V attached to the Provincial Committee's Report) have been considered by the Joint Committee and the Draft Rules have been amended by them in certain respects as shown in Appendix IV to their report. It is stated that in the list of Vehicles liable to tolls (Appendix V) Rickshaws have been added, as they are coming into general use. Government approve of the rules and the schedule of rates of toll.

8. Action will be taken immediately to establish toll gates on State Roads in the places indicated in the Joint Committee's Report. The District Boards will be consulted regarding the opening of the toll gates suggested by the Joint Committee in Appendix II, the establishment of Joint toll gates or the levy of half fees in separate District Fund toll gates at District boundaries, and regarding the best method of adjustment of amounts between toll gates of different District Boards under the twenty-four hours rule. In regard to the opening of new Bridge tolls, proposals will be considered individually and orders issued separately in each case. Necessary action will also be taken to modify the rules so as to exempt through traffic from Municipal Tolls and to provide for the compounding of tolls in the case of provincial toll gates. The Public Works Department and the District Boards concerned will take necessary steps for obtaining reciprocity in regard to exemption from payment of toll as between Mysore and British frontier toll gates.

No. L. 8795-814—L. B. 49-25-28, dated 9th June 1927.

9. Government wish to express their obligations to the three Committees for their careful consideration of the questions referred to them and for their valuable reports. They also note with pleasure the opinion of the District Fund Toll Committee regarding the diligence shown by Mr. T. K. Someswara Iyer, Secretary to the Committee, in tracing references for the Committee and the help he rendered in drawing up the report.

R. RANGA RAO,
General Secretary to Government.

To—The Revenue Commissioner in Mysore.
The Chief Engineer of Mysore.
The Chief Secretary to Government of Mysore.
The Secretary to Government, Law Department.
The Presidents of District Boards.
The Deputy Commissioners of Districts.

Exd.—P. S. R. N.

APPENDIX I.

List of Existing Toll Gates. (Provincial and Local Fund.)

Provincial.		*Local Fund.*
	Bangalore District.	
	Nil.	
	Kolar District.	
	Nil.	
	Tumkur District.	
	Mysore District.	Nidasale.
1 Yelwal		1 Yedatore Bridge.
2 Kakankote		2 Arkanahalli.
3 Nanjangud-Hasnur Ghat Road ..		3 Madapur-Koligir Road.
4 Periyapatna		4 Tumkur-Maddagiri Road.
5 Panchavalli		5 On the 10th mile within the limits of Mysore District newly opened from 1st July 1926.
6 Bandipura		
7 Mulahole		
	Hassan District.	
1 Marnahalli		1 Dudda.
2 Belur Bridge		2 Bisle.
		3 Kyatehole.
		4 Karehalli.
		5 Hole-Narsipur Bridge.
	Shimoga District.	
1 Agumbe Ghat		1 Bhadravati.
2 Hydergher Ghat		2 Chennagiri.
3 Honnali Bridge		3 Sulekere.
4 Kogar-Nagavalli Bhatkal Road ..		4 Saulanga.
		5 Halagmakoppa.
		6 Ulvi.
		7 Badadabyle.
		8 Agasanahalli.
		9 Lakshmipur.
	Kadur District.	
1 Kottigehar (Bhundghat) ..		1 Bommanahalli.
2 Balehonnur		
3 Hariharpur		
4 Thadasa		
	Chitaldrug District.	
1 Thungabhadra Bridge Toll Gate at Harihar.		1 Hanagal.
2 Thammenahalli Toll Gate		2 Harpanahalli.

No. L. 8795-814—L. B. 49-25-28, DATED 9TH JUNE 1927.

APPENDIX II.

List of New Frontier Tolls proposed

District.	*Provincial.*	*Local Fund.*
Kolar	1 Mulbagal-Palmaner Road ..	1 Malur-Hosur Road.
	2 Chintamani-Madanapalli Road..	2 Malur-Berike Road.
	3 Bagepalli-Penukonda Road ..	3 Bethamangala-Gudiyatam Road.
	4 Goribidnur-Hindupur Road ..	
Tumkur	1 Maddagiri-Madakasira Road ..	1 Between-Maddagiri and Chelur.
	2 Pavagada-Madakasira Road ..	2 Pavagada-Penukonda Road.
	3 Pavagada-Kalyandrug Road ...	3 Sira-Amarapur Road.
Shimoga ..	1 Sagar-Jog	1 Honnali-Rattehalli.
		2 Shiralkoppa-Hirehur.
		3 Anavatti-Gondi.
		4 Sorab-Siddapur.
		5 Sorab-Sirsi.
Hassan	....	1 Mallipatna-Uchangi.
Mysore	1 Maddur-Sivasamudram-Kollegal Road.	1 Fraserpet-Ramanathapur.
		2 Yelandur-Kollegal Frontier.
Bangalore ..	1 Bangalore-Hosur Road ..	1 Anekal-Gumlapur.
		2 Anekal-Hosur.
Chitaldrug ..	....	1 Jagalur-Ujjani.
		2 Harihar-Harapanahalli.
		3 Anaji-Huchangidurga.

APPENDIX III.

INTERIOR TOLLS, LOCAL FUND ROADS.

Bangalore District	1 Malur-Hoskote Road.
	2 Magadi-Huliyurdurga Road.
	3 Dobspet-Koratagere Road.
Tumkur District	1 Huliyur-Banavar Road.
	2 Turuvekere-Nagamangala Road.
Kolar District	1 Hoskote-Sidlaghatta Road.
	2 Dodballapur-Chikballapur Road.
	3 Tondebhavi-Koratgere Road.
Mysore District	1 Kankanhalli-Malavalli Road.
	2 Channapatna-Halagur Road.
	3 Turuvekere-Yediyur Road.
	4 Kunigal-Maddur Road.
	5 Yedatore-Hole-Narsipur Road.
	6 Periyapatna-Ramanathapur Road.
Hassan District	1 Huliyur-Arsikere Road.
	2 Tiptur-Hassan Road.
	3 Tiptur-Channarayapatna Road.
	4 Krishnarajpete-Channarayapatna Road.
	5 Yedatore-Ramanathpur Road.
Shimoga District	1 Channagiri-Holalkere Road.
	2 Sulekere-Sasalu Road.
	3 Tirthahalli-Koppa Road.
Kadur District	1 Mudgere-Manjarabad Road.
	2 Narasimharajpura-Shimoga Road.
Chitaldrug District	1 Challakere-Pavagada Road.
	2 Hosdurga-Huliyur Road.
	3 Hiriyur-Huliyur Road.
	4 Hosdurga-Ajjampur Road.

APPENDIX III—A.

BRIDGE INTERNAL TOLLS.

Hassan District	1 Gorur.

No. L. 8795-814—L. B. 49-25-28, dated 9th June 1927.

APPENDIX III.

Interior Tolls, State Fund Roads.

Bangalore District	1	Hoskote-Chintamani Road.
	2	Devanhalli-Chikballapur Road.
	3	Bangalore-Tumkur Road.
	4	Bangalore-Mysore Road (Closepet).
Tumkur District	1	Nelamangala-Kunigal Road.
	2	Goribidnur-Koratagere Road.
	3	Sira-Hiriyur Road.
	4	Tiptur-Arsikere Road.
	5	Kunigal-Nelligere Road.
Kolar District	1	Kolar-Hoskote Road.
	2	Dodballapur-Goribidnur Road.
Mysore District	1	Nelligere-Channarayapatna Road.
Hassan District	1	Hassan-Kadur Road,
	2	Belur-Mudgere Road.
Shimoga District	1	Shimoga-Tarikere Road.
	2	Hariharpur-Agumbe Road.
Kadur District	1	Kadur-Arsikere Road.
	2	Chikmagalur-Halebid Road.
	3	Chikmagalur-Belur Road.
Chitaldrug District	1	Harihar-Honnali Road.

APPENDIX III—A.

Bridge Internal Tolls.

Hassan District	1	Saklespur.
Mysore District	1	Lakshmanatirtha Bridge.
	2	Wellesley Bridge.

APPENDIX IV.

Draft Revised Rules.

(*a*) A table of authorised tolls shall be legibly written in English and Kannada and shall be put up in a conspicuous place near the toll gate.

(*b*) Animals drawing any vehicles for which tolls can be demanded are not also to be charged with toll.

(*c*) 1. No toll shall be levied afresh on any cart, etc., passing along a Provincial road if within a period of 24 hours computing from sunrise to sunrise a toll has been collected at any toll gate on a provincial road. This exemption will not apply to Municipal tolls or Bridge Tolls or District Fund Tolls.

2. No tolls shall be levied at a Frontier toll gate in Mysore on any cart, etc., passing the gate if within a period of 24 hours calculating as above a toll has been collected thereon at a British toll gate in respect of which reciprocity has been obtained in consultation with the British Authorities.

(*d*) Carts laden with manure or other substance used as manure shall be treated as unladen and tolled accordingly.

(*e*) No toll shall be levied on foot passengers.

(*f*) No tolls shall be levied for the passage of troops or Military Stores or equipages or of Police Officers on duty or of any person or property in their custody or of any property *bona fide* belonging to Government, the proof of which should be established by the production of a pass or certificate from any officer of the department to which the property belongs, such officer being duly authorised by the Deputy Commissioner or by Government to grant such certificates or passes. Such pass or certificate should be delivered up at the last toll gate passed by the cart, carriage or animal, conveying such property before it reaches the destination noted in such pass or certificate.

(*g*) No toll shall be levied for the passage of carriages, carts or animals, etc., at any toll gate if they belong to a Local Board or Municipal Council, the proof of which should be established by the production of a certificate signed by the President of such body or by such officer as may be authorised by the Government.

(*h*) No toll shall be levied for the passage of carriages, cars or animals, etc., if—

(1) They belong to H. H. the Maharaja of Mysore or H. H. the Yuvaraja.

(2) They belong to the Hon'ble the British Resident in Mysore.

(3) They are engaged by the Postal Department exclusively to carry mails.

(4) They belong to a person who has compounded with the proper authorities in accordance with the rules framed by the Government.

(5) They convey British Military Officers in uniform passing on duty.

(i) No toll shall be levied on cattle belonging to the residents of the village or town situated within a distance of 5 miles from the toll gate.

APPENDIX V.

SCHEDULE OF THE MAXIMUM RATES OF TOLL.

		Rs.	a.	p.
1	(a) On every motor vehicle carrying or intended to carry more than 10 persons	2	0	0
	(b) Motor cars or lorries, other than the above	1	0	0
2	On motor cycles with or without side car	0	4	0
3	On every other vehicle of any description propelled by steam or other motor power	1	0	0
4	On every four-wheeled carriage	0	12	0
5	On every two-wheeled carriage on spring other than a jutka or ekka	0	8	0
6	On every ekka or jutka, laden	0	4	0
7	On every jutka or ekka, unladen	0	2	0
8	On every other vehicle with spring including tricycle and bicycle	0	2	0
9	On every cart or other vehicle not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden	1	0	0
10	Do Do if not laden	0	8	0
11	On every cart or other vehicle not on springs drawn by six bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	8	0
12	Do Do if not laden	0	4	0
13	On every cart or other vehicle not on springs drawn by four bullocks, horses, buffaloes, ponies, asses or mules, if laden	0	6	0
14	Do Do if not laden	0	3	0
15	On every cart or other vehicle not on springs drawn by two bullocks, buffaloes, horses, ponies, asses or mules, if laden	0	4	0
16	Do Do if not laden	0	2	0
17	On every cart or other vehicle not on springs drawn by a single bullock, buffalo, horse, pony, ass or mule, if laden	0	2	0
18	Do Do if not laden	0	1	0
19	On every buffalo or bullock per head, if laden	0	1	0
20	Do Do if not laden	0	0	6
21	On every elephant	1	0	0
22	On every camel, if laden	0	4	0
23	On every camel, if not laden	0	2	0
24	On every horse, if laden or ridden	0	1	6
25	On every horse, if unladen or not ridden	0	0	9
26	On every thattu or mule, if laden or ridden	0	0	9
27	On every thattu or mule, if unladen or led	0	0	6
28	On every ass, if laden or ridden	0	0	6
29	On every ass, if unladen or led	0	0	3
30	On every sheep, goat or pig	0	0	1
31	On every palanquin, dooly, palna or tonjon with two bearers or rickshaw	0	2	0
32	Do Do with more than two bearers	0	4	0

W D—2562—GPB—500—21-6-27

Recommendations of the three Toll Committees.

District Fd.& Mcl.Committee.	Provl. Toll Committee.	Joint Toll Committee.	O R D E R S.

A. At Fund Toll Gates.

1. Each Dt. Bd. may be allowed to have Toll Gates on all important B.F. Roads, the distance between the Toll Gates of one Dt. and that of the neighbouring one being ordinarily not less than 10 miles.

2. As many Toll Gates as are necessary may be established on B.F. roads in the interior ~~under~~ subject to Section 66 (5) provided the distance between two toll gates be not less than 15 miles.

3. Half the rates be levied at Dt. Frontier toll gates except for Motor cars for which full fates are to be levied.

4. Common tollgates may be established by two Dt Bds. if they agree about the sharing of income and cost, when there will be no reduction of rates recommended above.

B Municipal Toll Gates.

1 All Mcl. Cls. may be allowed to establish toll gates.

2. Mcl Cls should not levy tolls or thro' traffic.

3. There may be no apportionment of toll revenue between a Dt. Bd. and Mcl cl.

The recommendations of the Dt Fds. and Mcl Comtee as set forth in Col. 1, are all approved by the Joint Comtee, except that Motor Cars also should be charged at half the rates at inter Dt. Frontier Toll gates, instead of at full rates as proposed by the D.F. Comtee at No.3.

L.F.Committee.	Provincial Committee.	Joint Committee	Orders.
	1. Toll gates may be divided into:- a. Frontier Tollgates.) b. Interior Road Toll gates) STATE & c. Bridge Tolls.)L.FDS. d. Municipal Toll Gates.	The division of tolls proposed by the Provincial Committeee is approved.	
	2. Additional Toll Gates may be established at the frontier of the state on ~~State~~ & D F. Roads as in Appendix II.	There is no objection to the establishment of tolls on State frontier on Provincial Roads as in Appendix II. The Dt Bd should be consulted about the tolls proposed on Dt. Bd Roads in Appendix II. In respect of Inter Dt. Frontier Tolls ~~and Prvl~~ State Roads, the Joint Comttee considers that it is not desirable to have a toll gate in each of the two adjoining ~~State~~ and recommends that one gate on a Prvl. Road at the Dt Frontier is sufficient, provided that the tolls may not be more than five miles distant from the Dt. Frontier.	
	3. Interior toll gates may be established as in Appendi III	The Joint Comtee have no objection to the tolls proposed on the Prvl Roads ~~that~~ they consider that the Dt Bds should be consulted about the gates proposed to be opened on the Dt Bd Roads. The abolition of the Yelwal Toll Gate is agreed to by tye Joint Committee.	
	4. Bridge Tolls may be established as in Appendix III. A.	4. The Joint Committee do not approve of the list of Bridge tolls proposed in Appendix III a. by the Provl Comtee. They consider that tolls should not be established on bridges on which no toll is now levied and approve of the opening of tolls on Bridges newly constructed or those reconstructed.	

D.F. Committee.	Provincial Committee's report	Joint Committee's findings	Orders.
	5. The administration of tolls on State Fund Roads should vest in the D.C. as at present, the revenue derived therefrom being credited to "XIX CIVIL WORKS" in the State Fund Budget.	This is approved. The D.F. Tolls will remain under the D.B. as hitherto.	
	6. Tolls on bridges constructed on Local Fund Raods may be worked by the Dt. Bds though the Government might have contributed to their cost. ~~The revenue may be shared by the Govt and the Dt. Bd. or the Govt may forego their share.~~	The Joint Committee agree to this. The revenue may be shared by the Govt and the Dt. Bd. or the Govt may forego their share. When a new bridge is constructed on a L.F. Road it will be a matter of agreement between the Govt. and the Dt. Bd. as to how the revenue is to be shared. Generally speaking, when the Dt. Bd. contributes to the cost of the bridge the Govt does not claim a share in the Toll ~~revenue~~ Revenue and the Joint Comtee thinks that this practice may continue.	
	7. The revenue derived from tolls on State Fd. and Dt. Fd. Roads should be earmarked for the maintenance and improvement of these roads and the Road fund may be constituted to which may be credited the revenues from tolls as well as the receipts from the taxes on Motor Vehicles.	The Joint Commitee agree ~~to the~~ to earmark the revenues for the improvement and maintenace of these roads but they are not agreeable to the formation of a road fund as recommended.	
	8. The rule regarding the grant of exemption from payment of toll for 24 hours might be amended so that payment at an interior road toll gate (State Fund or Dt. Fund) will exempt from all interior road tolls for 24 hours, except with regard to Toll gates or Bridge Tolls. Regarding frontier tolls payment at a British toll gate should exempt at a State Frontier toll gate only in respect of such toll gates in Mysore in respect of which there is a reciprocal agreement.	Under the Dt. Bd Regulation exemption has to be given in all interior toll gates, if toll has been paid in any one of them during the period. The Joint Committee agree that this exemption may be in full force regarding Provl. Toll gates also. But as regards exemption of tolls on Dt. Bd. Roads, the Joint Committee are of opinion that this may not be granted as the units of administration are different.	

L.F. Provincial Committee

When such arrangements do not exist, it would be more convenient if tolls should be collected at both the Mysore and British gates at half the prevailing rates.
9.

4

Joint Committee Orders.

Payment therefore at a provincial toll gate will not entitle one for exemption at a Dt. Bd toll and vice versa.

The Joint Toll Committee have also considered the question re. the relief to be given to Motor Buses from payment of both road cess and tolls. It is observed that the Road Cess is imposed under the Motor Vehicle Rules and no hardship can be felt by the Buss Owners in this respect as the road cess is met by them by levying ~~them~~ an extra fee therefor from the travellers. They can also avoid payment of too many tolls if they compound the same with the Dt. Bd, or Provl Toll gate authorities. There is provision for this in the Dt Bd. Regulation. The system may be adopted in regard to Provicnial tolls also.

The Joint Committee have also considered Appendices 4 and 5 attached to the Provl Toll Committe's Report, relating to Draft Revised Rules and Shedule of maximum rates of tolls, respectively. They have considered it necessary to amend the Draft Rules in certain respects as shown in Appendix IV to the Report. In the list of vehicles liable to tolls, Rickshaws have been added as they are coming into general use. (Vide. Appendix V.)

Provincial Committee's report.

R E P O R T.

In their Order No.R.5933-60/R.&.25-25 dated 27th May 1926 Govt reviewed the present position re tolls in the State with a view to increasing the existing number of toll gates and appointed a Committee consisting of the Revenue Commissioner (Convener), the Chief Engineer and the Revenue - Secretary to Government, to consider the question of the - location of new toll gates and questions incidental thereto such as the readjustment of existing tollbars, revision of the scale of fees etc.

2. The Committee met on two dates i.e., on 14th July 1926 and the 30th September 1926 all the members being present on each occasion.

3. At the first meeting the Committee examined the location of the existing toll gates (Appendix I) on State Fund as well as Local Fund Roads, omitting for the time being Municipal tolls which are of purely local importance. State Fund Tolls are located at present either on the frontier of the State on some important State Fund Roads or on Bridges on such roads built at State expense e.g., Honnali Bridge. Pub there are a few State Fund as well as Local Fund toll gates which are in the interior of Districts and not at either the frontier, or a Bridge.

4. The Committee agreed that toll gates should be located in all Districts on some uniform principle.

The Committee considers that Toll gates may be divided into 4 classes, as follows :-

1) Frontier toll gates on (a) State Fund Roads (b) Local Fund Roads.

2) Interior Road toll gates on (a) State Fund Roads. (b) Local Fund Roads.

3) Bridge toll gates. (a) State Fund (b) Local Fund.

4) Municipal toll gates.

Frontier Toll Gates :- The Committee find that there are several roads (State Fund and Local Funds), especially on the eastern frontiers of the State, where there are no toll gates. Tolls may be levied at all such places. A list of these is given in App. II.

Interior Road Toll Gates :- There are at present very few of such tolls and the Committee considered the question of how best to establish this class of tolls without at the same time causing needless hardship to traffic. The suggestion to have a toll - gate at specified distances (say 25 miles) on each road was considered, but the Committee was not in favour of it as the number of such gates would be very large and the system would cause a great deal of harassment to traffic. In the opinion of the Committee it will be sufficient if a toll gate is established on each road where it crosses from one District to another. A list of such gates is given in Appendix III.

Bridge tolls:- At present tolls are levied at some important bridges, but there are some omissions and these may be made good. A list of such new tolls is given in Appendix III (a).

4) Municipal tolls:- These are levied in some places at - present. There is no objection to such tolls so long as through long distance traffic - particularly in the case of motor - vehicles- is not unduly taxed for the benefit of small towns located on the main routes. The rates of toll adopted in these places should also be comparatively low.

Administration :- Turning to the question of administration of these various tolls, the tolls on State Fund Roads- frontier and bridges will vest in the Deputy Commissioners as at present and the revenue will be realised and credited to the head XIX Civil Works in the Budget.

As regards tolls on Local Fund Roads- the frontier tolls will be worked by the District Board of the District concerned.

In regard to interior tolls at the interior District -

boundaries

boundaries, it will obviously be a wasteful procedure if each District Board sets up a toll on its side. The Committee therefore suggests that such tolls be assigned to one of the District Boards concerned for administration, but the revenue derived will be shared between the two District Boards concerned.

In the case of Bridge tolls on Local Fund Roads the District Boards concerned may work the toll, but the revenue may be shared equally between Government and the District Board, if both have contributed to the cost of the bridge, or if Government so choose, there is no harm in the District Board having the whole revenue.

In the case of all classes of tolls it is to be understood that the revenue should be earmarked for the maintenance and improvement of State Fund Roads and District Fund Roads as the case may be.

The Committee would suggest that a Road Fund may be constituted to which may be credited these revenues from tolls as well the receipts from the taxes on motor vehicles.

6. Internal District frontier tolls will be worked by the District Boards as allocated in the list. The Revenue from each gate will be shared equally by the two District Boards concerned and earmarked for road repairs.

7. The Committee agreed that all existing tolls which do not come under any of the above categories should be abolished. In accordance with this, the toll gate at Yelwal in the Mysore District the abolition of which has been suggested by the Mysore District Board will be abolished.

8. The Committee proceeded next to consider what alterations would be necessary in the existing rules. The rules are given as appendix to Government Order No.R.2296-307/L.R.205-22-2 - dated 20th November 1922. Frist, all changes ordered by - Government subsequent to that date should be embodied (Vide

Government

(Vide Government Orders Nos.L.9882-602/L.2.145-23-1 dated 11th June 1924 and R.7644-7653/R.E.24-24-22 dated 30th June 1925 and R.758-69/R.E.9-26-2 dated 6th August 1926).

The Committee was of opinion that a distinction should be made between interior and frontier tolls in respect of the exemption for 24 hours. It was resolved that rule (C) might be amended so that payment at an interior toll gate (State Fund or District Fund) will exempt from all Interior Road tolls for the space of 24 hours. This will not however apply to Municipal Toll Gates, or Bridge tolls.

As frontier tolls, payment at a British toll gate should give exemption at a State Frontier Toll gate only in such respect of such toll gates in Mysore in respect of which there is a reciprocal agreement. In this connection the Committee was of opinion that when such arrangements have not been already entered into it would be more convenient if toll should be collected at both the Mysore and British gates, but at half the prevailing rates.

The Committee was of opinion that the exemptions in clause (g) 1,2,3 and 4 might be restricted only to the toll gates within the jurisdiction of the District Board or Municipal Council concerned; and that clause (g) 6 might be worded so as to embody the recent orders of Government (30th June 1925) so as to apply only to vehicles used exclusively for conveying mails.

The revised rules as now proposed are given in Appendix IV.

9. The Committee then took up the question of the revision of the schedule of fees, with special reference to motor - vehicles.

The rate in Mysore is fixed at one rupee on all motor - vehicles. The rates in the Bombay Presidency vary from Re.1/- to as 8. The Madras rules distinguishing between vehicles meant to carry less than 10 or more than 10 passengers. The fee in

The fee in the former is Re.1/- and in the latter Re.2/-. It was resolved that this distinction and the Madras rates might be adopted in Mysore also.

It was agreed that the rates on motor cycles with or without side cars might be fixed at annas four.

It was agreed if the maximum rates on motor cars to be levied by municipalities by way of toll should be fixed at annas Eight. The Committee were emphatically of opinion that the rate of Re-1/- which is now being leviedby the Manjangudi Municipality was unfairly high and should be reduced to annas Eight.

No other changes are called for. The revised schedule of maximum rates is given in appendix V.

Draft regulations.

(b) A table of charges to be [illegible] written in English and in such other language as may be [illegible] near the toll gate.

(b) [illegible] during any period in which tolls are not [illegible] to be demanded.

(c) 1. No toll shall be levied [illegible] on any certificate, [illegible] for a journey [illegible] period of 24 hours beginning from midnight on which such toll has been collected [illegible] exemption will not [illegible] toll [illegible]

4. No toll [illegible] in force on any certificate, [illegible] of 24 hours subsequent [illegible] person in whose favour such certificate has been obtained in connection with the [illegible]

(d) Certificates with books or other evidences of tenure shall be granted [illegible]

(e) No toll shall be levied [illegible]

(f) No toll shall be levied [illegible] military forces of [illegible] or by or on any person [illegible] bona fide belonging to [illegible] proof is to be given by the production of a pass or certificate from any officer of the department to which the property belongs, authorised by the Secretary of State in Council to grant such certificates or passes, to the effect that such property is [illegible] the last toll gate [illegible] before the same, carriage or animal, conveying such property/ reaches the destination noted in such pass or certificate.

(g) No toll shall be levied on [illegible] of carriage or animals etc., at any toll gate in the jurisdiction of a district [illegible]

Proceedings of the Government of His Highness the Maharaja of Mysore.

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R e a d :-

Read again Government Order No.R.275-85/R,M.4-22-8 dated 2nd August 1922, revising the system of administration of Provincial Tolls and directing that the responsibility for the proper realisation of tolls on provincial roads and State Fund bridges be vested in the Revenue Commissioner.

2. Correspondence ending with un-official Note No.8995 dated 2nd February 1926 of the Chief Engineer in Mysore, submitting proposals with a map for the establishment of about 60 new toll gates on the Provincial Roads, with a view to the utilisation of the proceeds thereof, for the maintenance of the State Fund Roads which are carrying heavy traffic and which are in an unsatisfactory condition., Owing to insufficiency of the existing grants allowed for the purpose.

3. Un-official Note.No.C.3105/25-26 dated 26th March 1926 of the Revenue Commissioner, agreeing to the proposal for the increase in the number of toll gates and suggesting that, to begin with 20 toll gates may be opened, preferably at the frontiers, where there are no toll gates at present, at bridges recently constructed and in a few places in the interior parts where the traffic may be particular heavy.

Order No. R.5858-60/R.M.75-25

Dated, Bangalore, the 27th May 1926.

The question of improvement of Provincial Toll Revenue has been under consideration of Government for some time past. There are a little over 2000 miles of State Fund Roads and the cost of maintaining them is reported to be Rs.5,40,000 a year. The number of toll gates established on these roads is only 19, and the average income therefrom, calculated from the realisations for the years 1918-20 up to 1923-24 is about Rs.47,000, forming a very small proportion of the total expenditure incurred in maintaining the roads, The defects brought to notice in the

existing system are, first uneven distribution of toll gates as they are mostly located at present at the frontiers and on bridges, constructed at a heavy outlay, and secondly, inadequacy of revenue realisations. As compared with other parts of British India, the Mysore State has the lowest number of toll gates. It is a well recognised principle that the levy of tolls is a justifiable means of raising funds for the maintenance of roads, especially, when the requirements of traffic, due to the increase of motor and other vehicles, demand a high standard.

2. The Chief Engineer who was asked to thoroughly examine the question, has submitted comprehensive proposals on the subject. He recommends an increase in the number of toll gates from 19 to 78 and also a suitable revision of the scale of fees estimated to yield an income of about Rs.1,45,000 per annum. The Revenue Commissioner while agreeing in the view that there is need for development of toll revenue and for increase in the number of toll gates does not recommend such a large addition, all at once, asmthat proposed by the Chief Engineer. He suggests that, to begin with, about 20 new gates may be opened at suitable localities.

3. Government approve of the principle of opening new toll gates as enunciated by the Chief Engineer and the Revenue Commissioner, and are of opinion that, to begin with, the number of toll gates may be increased by not more than 20 as proposed by the Revenue Commissioner, the number being gradually increased until such gates are opened at all important places without their pressing too heavily on traffic.

4. As regards the location of the new Toll Gates and the other incidental questions, viz., readjustment of existing toll bars, revision of the scale of fees, etc., Goverbment are pleased to appoint a Committee, consisting of the Revenue Commissioner (convenor), the Chief Engineer, and the Revenue Secretary, to go into the question and submit their recommendations to Government, for final orders within 2 months.

Sd.Navaneetham Naidu.
for Secretary to Government,
Revenue Department.

To
The Revenue Commissioner in Mysore.
The Chief Engineer in Mysore.
The Secretary to Government, Public Works Department.